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Cotton.

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FOR LOCAL AND EXPORT SHIPMENT
Sell to responsible firms only Wire us your prices

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Elevator Capacity 500,000 Bushels

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BUYING AND SELLING
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Visit us in "Zinzinnati," October
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and in fact all grain men who are wide awake and on the alert to get onto all the ins and outs of the grain business, subscribe for and read the Grain Dealers Journal.

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Solicited

Be sure and attend the annual meeting of the National Ass'n at Cincinnati, Oct. 2-3. Our latch string will be out. Come and see us.

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THE STANDARD HAY & GRAIN COMPANY, CINCINNATI, OHIO
Personally invite and ask you to make special efforts to be present at
THE GRAIN DEALERS' NATIONAL CONVENTION
which will be held in their city October 2nd and 3rd, 1907.

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Off Grade Winter Wheat

Light Wheat

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You send us an average sample of your Smutty Wheat and write us how much you have, and we will bid you a price which may interest you.

The Gale Bros. Co.

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October 2nd and 3rd, 1907.

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Buyers of Wheat, Corn, Natural and Clipped Oats, Choice Rye.
Write for bids—your track.
Grain Elevators on Grand Trunk Railway
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ORGANIZED 1901
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Car Lots Only
Our manager has been buying grain in Pennsylvania
since 1885.

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Buyers and Shippers of
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We are in the market at all times for "off grades" of grain

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Corn for Feeders. Milling wheat a specialty, both winter and spring. Write for samples and prices. Shipment via C. & N. W. R. R.
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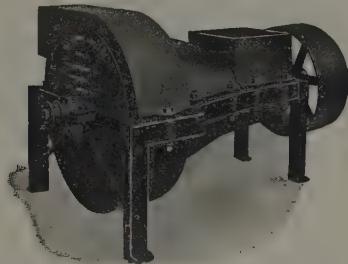
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takes up less room, less power and cheapest repaired.

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GRAIN PURIFYING

¶ We are willing to License
Grain Men to Purify all the
damaged grain raised in the
United States.

¶ Our controlling all Patents
protects purchaser from in-
fringement suits.

¶ An Eastern Grain Seller
writes us: "Shippers having
purifiers are realizing at
least 1c a bushel more for
their oats than firms with-
out, and are doing more
business all the time than
the firms without the Pur-
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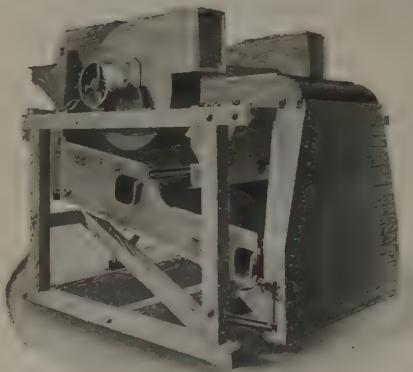
¶ This is certainly of interest
to shippers.

¶ Write us about it.

U. S. GRAIN PURIFYING CO.
EARL PARK :: INDIANA

This space reserved for HESS GRAIN DRIERS,
but, owing to an accumulation of contracts, we do
not solicit further orders at this time, for im-
mediate delivery.

HESS WARMING & VENTILATING CO.
907 Tacoma Building Chicago, Ill.



Beall Rotating Cleaners

are high grade in every detail,— because, they are built to secure *repeat* orders. They are not built on the "get rich quick" plan.



"I am pleased to tell you that your Rotating Receiving Separator runs nicely and is doing the best work I ever saw. I take pleasure in handing you herewith check for same, and I will also take pleasure in recommending your machine to any one who wants a first class Receiving Separator."

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THE PEACOCK MILL CO., Freewater, Oregon, write:

"We have given your Rotating Receiving Separator a thorough trial, and beg to advise that we are well pleased with the machine; think it is fully as good as you claimed it to be."



"I am well pleased with your Rotating Receiving Separator, as it is a light running machine and does nice work on tough or dry wheat which has not been cleaned."

A. M. APPLEGATE, Pearl, Ill.



"Your Rotating Receiving Separator is running every day and has not caused us one minute's trouble since it was started. It is not bolted to the floor and its own weight holds it in place. We consider that it has paid for itself by this time as we can grade our wheat and corn as we want it and it is a very clean machine."

HELENA MLG. & ELEV. CO., Helena, Okla.



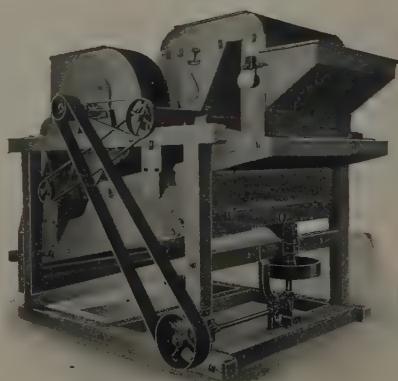
"We are very much pleased with your combination cleaner and will gladly recommend it to anyone in need of such a machine."

BLAIR & HOWARD, Edison, O.

Write for descriptive matter and price of our Rotating Cleaner.

The Beall Improvements Co.

Decatur, Illinois



ALL

Aboard



FOR THE
Annual Meeting
OF THE
National Ass'n.

If you can go via Chicago, that is the thing to do. Arrange quickly to join the Grain Dealers' Special over the Big Four and have the pleasure of traveling to the Convention with your brother dealers. It will leave Chicago **Oct. 1**, at 2:30 p. m., and arrive in Cincinnati the same evening. Do not wait until the last minute as we must know how many to provide for. We are anxious to have those who go on the Special so well fed and so comfortable all the way that they will be refreshed and rested by the trip to the convention city.

Ladies in unusual numbers are going as is shown by list of those who have announced their intention of going, published elsewhere in this Journal.

The Grain Dealers' Special will be run for the special convenience and comfort of those going to the Eleventh Annual Meeting of the Grain Dealers' National Ass'n in Cincinnati, Oct. 2-3, and will be accompanied by officials of the railroad, who will seek to promote the pleasure of the passengers. Fare from Chicago, \$6.

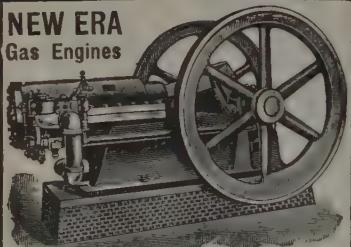
Stops will be made at Kankakee, Sheldon, Indianapolis and other points where it suits the convenience of grain dealers to join the train, but we must know of other stops wanted in advance. Write now.

Tickets from points west of Chicago, or to points beyond Cincinnati will be honored on the Special if routed over the Big Four.

Reserve passage today on the Special by addressing—

I. P. SPINING, Gen'l Northern Agent,
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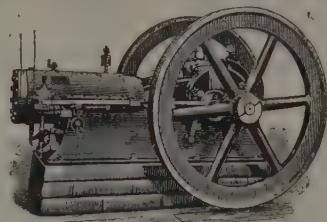
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And Gas Producers. Sizes, 1½ to 150 H. P. All NEW ERA Engines have our Patented Water Jacketed Solid Cylinder Head. NEW ERA GAS ENGINE CO., 86 Dale Street, Dayton, Ohio, U. S. A.

ANY GOOD MECHANIC

will tell you that WITTE ENGINES are simple and durable; they are strictly a good Mechanic's Engine, not hastily thrown together to be sold by a catalog house or wrecking company, but carefully and scientifically constructed, after long years to come, and to save the owner all the trouble and expense possible. Starts easy, works smooth and quickly, and is economical to a surprising degree.

Write for Catalog.
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FOOS ENGINES
AND SUCTION GAS PRODUCERS

Use only 1 lb. of coal per H. P. Hour. Most reliable and economical power on earth.

The United Granite Machine Co. of Lynchburg, Va., writes: "We are pleased to inform you that since the installation of the 30 H. P. Producer Gas Plant, with which we are at present running our machine shop, we have had the very best of results. While we take an accurate toll as to the fuel used by this outfit, we find it to be so little that this used does not exceed 90c. per day of 10 working hours.

Send for our 40 page catalogue No. 30 which describes the many advantages of the Foos Engine as a Producer.
THE FOOS GAS ENGINE CO. :: SPRINGFIELD, OHIO

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Whatever annoyances there are in the grain trade, the power will not be among them where dealers install the

I. H. C. Gasoline Engines

They have adaptation for all uses, and they are built in a shop where only expert machinists are employed.



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"Simplicity and Efficiency"

is the builder's motto. Dependability, economy of running and long life characterize every engine that goes out. Use gas or gasoline for fuel.

VERTICAL—made in 2 and 3-H.P.

HORIZONTAL, (Stationary and Portable)—made in 4, 6, 8, 10, 12, 15 and 20-H. P.

Call on the local International Agent for catalog and particulars or write the home office.

The St. Mary's Machine Co.

Manufacturer of



Gas and
Gasoline
Engines

Especially
adapted for
Grain Elevators
and Mills

THE ST. MARY'S MACHINE CO.
St. Mary's, Ohio.

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Operators of gasoline engines who encounter difficulties in the care or operation of gas or gasoline engines will find each of the following books of great assistance:

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Is a practical hand book of questions and answers on difficult problems, which may arise in the care and operation of a Gas or Gasoline Engine. It is a reference book for users and those contemplating the purchase of a gas or gasoline engine.

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This book is designed to facilitate the work of the country grain man in keeping a record of wagon loads of grain received.

At top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each book has 100 pages, 8½ x 14 inches, and each page 40 lines, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. Order Form 12AA. Price \$1.50.

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Sales, Shipments and Returns

A book invaluable to the country grain shipper in keeping a detailed record of his sales, shipments and returns from each shipment made. Its use will save much time and book work. The pages are used double. The left-hand pages are ruled for information regarding SALES and SHIPMENTS; the right-hand pages for RETURNS. SALES column headings are Date, Amount Sold, Price, Grain, Terms. SHIPMENTS headings are Date, Car Number and Initial. Our Weights, In Bushels, Grade, Route, Rate. RETURNS headings are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

Each of its 152 pages of heavy linen ledger, is 10½ x 16½ inches contain lines, so that records of over 2,200 cars can be entered. Bound in heavy canvas.

Order Form 14AA. Price \$2.00.

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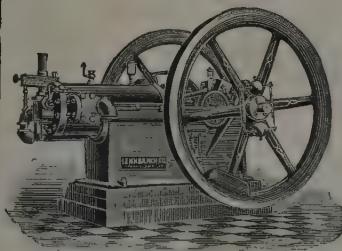
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Copper oxide batteries have a capacity of work per unit weight greater than that of any other type, either primary or secondary. Edison Batteries are the most improved type of copper oxide batteries.

If you want the cheapest and most dependable form of electrical energy, write for literature describing it.

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Made in size from $\frac{1}{2}$ H. P. to 30 H. P.
Special prices to elevators.
Air cooled engines 2 H. P. to 4 H. P.

Write us for prices.

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Gas, Gasoline, Kerosene
or Alcohol

ENGINES

are the cheapest and most reliable power for elevator or mill.

By using them one man can often run the whole elevator.

Ask for Catalog No. EV 550

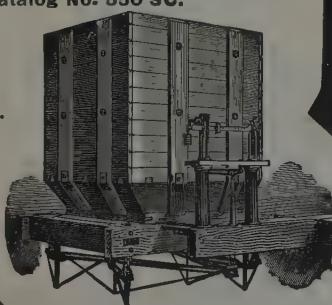
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The Peavey Elevator Co. have completely equipped their new elevator at Duluth, Minn., with Fairbanks scales. Send for Catalog No. 550 SC.

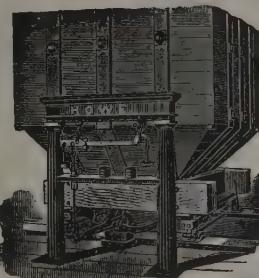
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TRACK	SCALES
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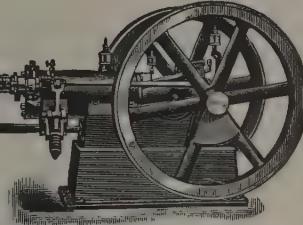


HOWE SCALES and HOWE ENGINES



insure correct weights and a reliable and dependable power.

Your business demands these. WHY NOT GET THE BEST?



The HOWE SCALE CO. of ILL.
CHICAGO

St. Louis Minneapolis Kansas City Cleveland

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Are "Otto" Engines Dependable?

Gentlemen:-

As you will doubtless remember, two years ago last fall, we installed one of your 21 H. P. "Otto" Gasoline engines, and ran the same 103 days and nights without stopping. One year ago water was high and the engine was not run. Last fall water was again too low to enter our intake, and the engine and pump was started on November 2, 1906, and has run continuously for 3523 hours. Is this not a good record?

Yours truly,
Bristol Acqueduct Co.

Bristol, N. H., 4-1-07.



OTTO

OTTO GAS ENGINE WORKS, Phila, Pa.
STANDARD OF THE WORLD

Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

Grain Dealers Journal

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STANDARD GRAIN CLEANERS

help you make money by saving you money. Require but little power for a maximum amount of work. Make clean separations. No freight to pay on dirt. Grain does not miss grade by having shrunken kernels, sticks, bits of cob, etc., in fact these cleaners do the work perfectly and are **STANDARD**. If you want a dependable cleaner that is simple, reliable and durable you will get the **STANDARD**.



PRAME MFG. CO., Galion, Ohio

**STOP
YOUR
LOSSES!**

Make every bit of grain you have get money for you.

Every overweight you give loses your money—underweights lose customers.

The only way to KNOW POSITIVELY that you are honest with yourself and others is to have an

Avery Automatic Grain Scale

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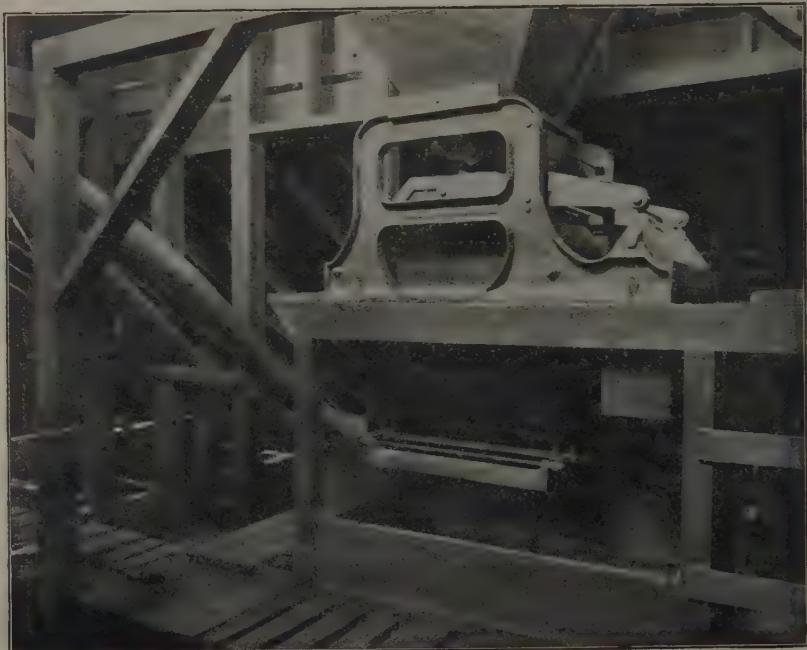
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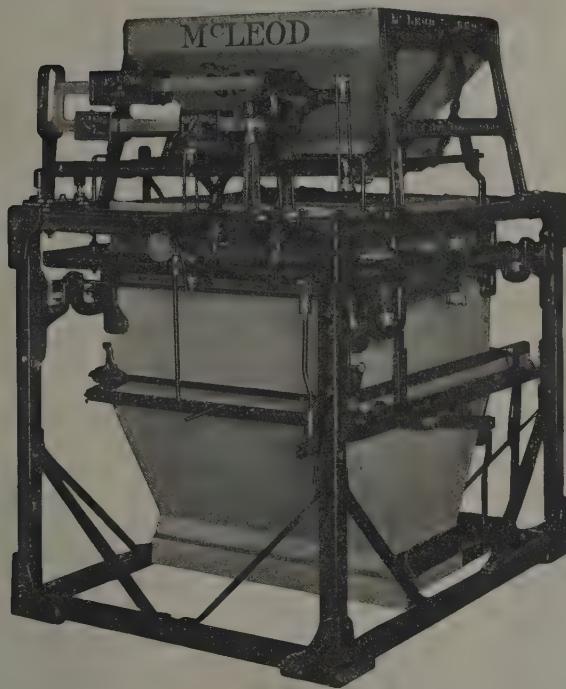
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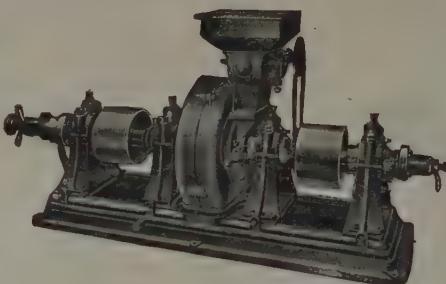
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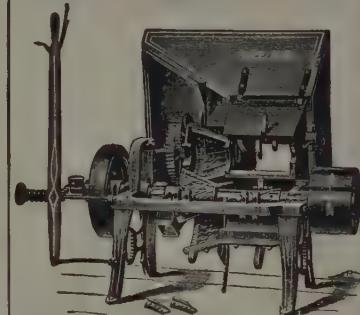
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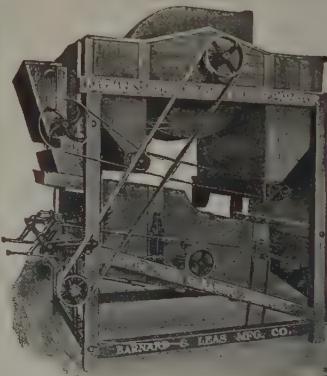
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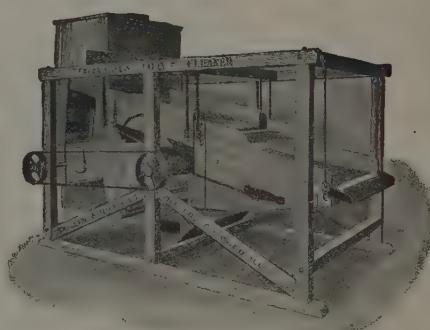
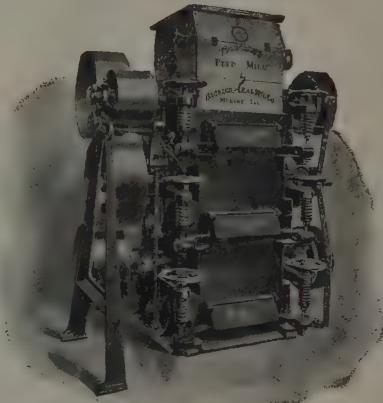
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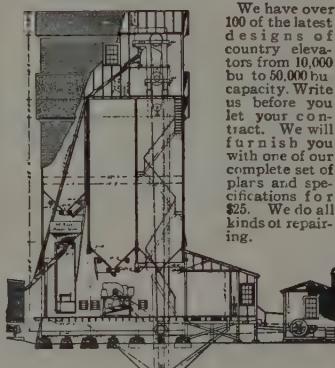
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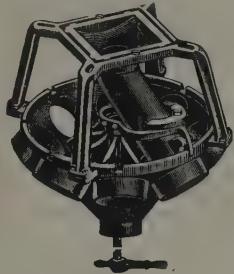
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When a car famine exists every inch of room in an elevator is valuable. If a hundred bushel space in ten different bins could each be made available ten different times per day, they become as valuable as one bin of ten thousand bushels capacity.



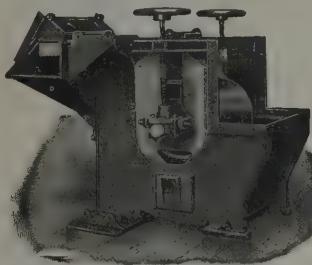
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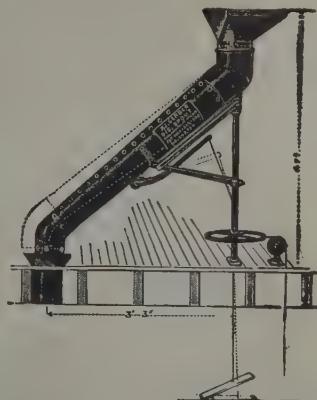
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The only machine that will
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Very truly yours,

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lbs., at 1, 2, 3 and 5 lb. dockage are given. Also a table for reducing any quantity of flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs.

Printed in two colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 pounds each.

In addition to the regular reduction table, 4 dockage tables showing the dockage of any quantity up to 4,000

GRAIN DEALERS CO., 255 La Salle Street, Chicago, Ill.

Shippers' Record Book No. 20.

Is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, \$1.75. Address

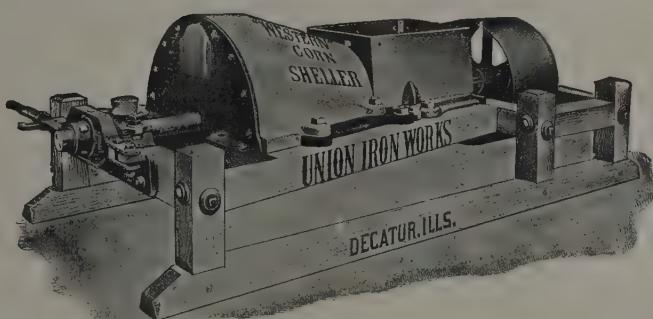
GRAIN DEALERS COMPANY, 255 LA SALLE ST., CHICAGO, ILL.

IF YOU HANDLE CLOVER SEED

that contains buckhorn, plantain, pepper grass and other foul weed seeds, we have a machine which it will pay you to investigate. We are making a Cleaner, in many respects like our popular No. 16, that is giving splendid results in handling extremely dirty lots of seed and also tailings from larger machines. This machine requires very little space or power; and no dust spout connections, being equipped with a dust sack for taking care of the dust from fan. It is so arranged that the cleaned seed passes in full view of the operator which enables him to see at any time just what the machine is doing. This Cleaner will pay for itself in a short time reclaiming bad lots of seed and screenings. It will handle any kind of field seeds and give the best kind of results. We are not pretending to do miracles. We cannot take *all* of the buckhorn out of clover; just the same, we think the work the machine *will* do would surprise you. If you are interested in the work described we shall gladly give you full particulars and prices.



A. T. FERRELL & CO. Saginaw, Michigan



Separate Warehouse Corn Sheller

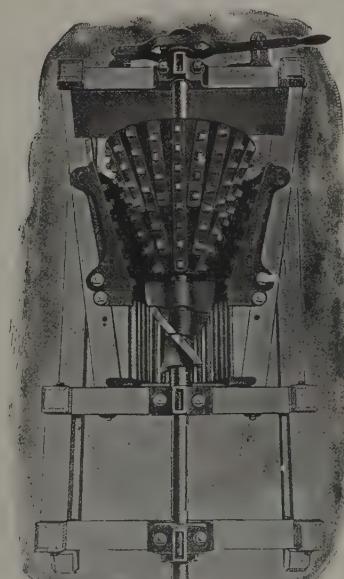
Style A Improved with Screw Feed

**Always Improving
Positive Feed**

**Ever Advancing
Increased Capacity**

The "Western"—always in the lead.

Write for prices and discounts.



Interior View of Style A Sheller Showing Screw Feed.

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Decatur, Illinois

Sole Manufacturers of "Western" Shellers and Cleaners

Complete Stock Carried in Kansas City, Mo.

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The GRAIN DEALERS JOURNAL.

ELEVATORS FOR SALE.

FOR SALE—Elevator and lumber yard. For particulars write Rickey & Gerlach, Sharpsburgh, Iowa.

ILLINOIS AND INDIANA elevators for sale at from \$2,500 to \$15,000. Address James M. Maguire, Campus, Ill.

ELEVATOR FOR SALE in corn belt of Ill. Doing good business. Write W. Box 7, Grain Dealers' Journal, Chicago, Ill.

ELEVATORS in N. Dak., Minn. & S. Dak. for sale. If interested, write W. J. Hartzell, Chamber of Commerce, Minneapolis, Minn.

ELEVATOR for sale or trade for farm, modern 40,000 bu. cap., steam; city of 9,000. Address Imer, Box 2, Grain Dealers' Journal, Chicago, Ill.

DESIRABLE 15,000 bu. elevator in fine condition in northern Ill. for sale. Good locality. Address Mar. Box 4, Grain Dealers' Journal, Chicago, Ill.

NEARLY NEW elevator in Ia., handling oats, corn and hay, with good side business for sale. Address Win, Box 3, Grain Dealers' Journal, Chicago, Ill.

FOR SALE—Two modern elevators with Fairbanks Engines and well equipped. Capacity 20,000 each. Located in southern Minn. Address L. Box 48, Sioux Falls, S. Dak.

GOOD FEED MILL and grain business in eastern Colo., also residence, for sale. Splendid opportunity in new, rapidly growing country. Address Col., Box 4, Grain Dealers' Journal, Chicago, Ill.

FOR SALE—A 22,000-bu. capacity elevator, and corn crib on Omaha Ry. in Northeastern Neb. with standard gasoline engine, scales, etc. Address Maha, Box 3, Grain Dealers' Journal, Chicago, Ill.

ELEVATOR BUYERS GET BUSY, and locate early, before the rush; get choice of offers. We have a choice lot of bargains, all prices. Come and live with me until you are suited. John A. Rice, Frankfort, Ind.

40,000 BUS. elevator for sale; situated in Southern Illinois, capacity 5,000 bus. per day; only elevator in place. Price and reason for selling given on application. Address Namfak, Box 11, Grain Dealers' Journal, Chicago, Ill.

WE HAVE SPECIAL BARGAIN, a line of 4 or 6 elevators, all one man houses, no competition, in first class order. Has city office and track business in connection. Central Ind. For first comer. John A. Rice, Frankfort, Ind.

TWO ELEVATORS for sale in S. E. Kansas and surrounded by the oil, gas, zinc and lead belts. Capacity 20,000 bushels. Also corn cribs, coal house, bran and flour house; oats warehouse, office and scales. One competitor. Reasons for selling on account of age. Offering the property at very low figures for cash. Write for price and you will be convinced that there is a bargain in the purchase. No more healthful climate in the U. S., and plenty of Artesian water. Address Relim, Box 5, Grain Dealers' Journal, Chicago, Ill.

ELEVATORS FOR SALE.

IF YOU WANT to buy an up-to-date elevator worth the money and doing the business in large territory on Big 4 in Ohio, Address Con, Box 5, Grain Dealers' Journal, Chicago, Ill.

ELEVATOR on Wabash Ry. in St. Joseph Co., Ind., for sale. Capacity 10,000 bus.; no competition; good business and in center of good grain country. Bargain if taken soon. W. B. Calvert, South Bend, Ind.

FOR SALE OR EXCHANGE for a small farm, by elevator located in northeastern Ind. Doing a good business. Write for full particulars. Address Bargain, Box 5, care of Grain Dealers' Journal, Chicago, Ill.

ELEVATORS FOR SALE. If you want to buy or sell, lease or rent an elevator, trade land or other property, or trade elevator for land, write me. I have what you want. Jay D. McClean, 403 N. Jef. Ave., Peoria, Ill.

FOR SALE—A line of three elevators and residence in central Ill. One elevator and residence in city of 10,000. All doing a nice business. A grand chance to make money and have a nice home. Address J. M. Maguire, Campus, Ill.

ELEVATORS FOR SALE—We have a large list of extra good bargains in elevators in first-class locations, doing good business. Write for prices, terms and descriptions, giving location your prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

FOR SALE—Practically new 20,000-bu. elevator, with Fairbank's scales, gasoline engine, office building and corn crib, located in Swedish settlement on C. R. I. & P. Ry., in central Ill. This elevator is doing a good business and will make money for whoever buys it. Only elevator at station. Best of reasons for selling. \$4,000 will take it if sold quick. For full particulars address Sep., Box 6, Grain Dealers' Journal, Chicago, Ill.

FOR SALE—50,000 bu. Elevator on C. M. & St. P. Ry., 100 miles of Omaha. Large territory and good corn crop. Gasoline engine power, sheller and cleaner and two dumps. Coal and feed in connection. Handles over hundred cars a year. A bargain and good reason for selling. Address A. C., Box 6, Grain Dealers' Journal, Chicago, Ill.

FOR SALE—Located in Southern Pa. on the Phila. & Reading Ry., a first-class elevator; coal trestle and switch, fertilizer house and yards, also one-eighth reduction flouring mill, both properties run by water power, in first-class order and are now enjoying a fine trade. Will be sold on easy terms. For further particulars, address F. A. Asper, Aspers, Adams Co., Pa.

FOR SALE—MIAMI ELEVATOR in the big Miami Valley, 19 miles from Cincinnati, on the Big 4 R. R. An old established elevator, coal and feed business. Practically no competition. In good condition. Have as fine a feed lot as there is in the state. Can add lumber and agricultural implements. A magnificent crop of corn ripening here. Address R. F. BRANSON, ELIZABETH-TOWN, OHIO, Hamilton County.

ELEVATORS FOR SALE.

A good feed and coal business for sale in a good live town. Address Semik, Box 6, Grain Dealers' Journal, Chicago, Ill.

FOR SALE—One good modern cribbed elevator, capacity 25,000 bus. Located in a good town, good business. Address, Lock Box 713, Sioux Falls, S. D.

TO RETIRE from business I will sell a \$3,000 elevator for \$2,000. Profit this year \$2,000. Situated in S. W. Iowa. Address Stanton, Box 6, Grain Dealers' Journal, Chicago, Ill.

FOR SALE—10,000 bu. elevator; new nine-room residence; cribs for 20,000 bu. ear corn; 14,000 bu. oat bin; new 8 h. p. gasoline engine. None of the buildings on R. R. land. Price \$8,000 and worth it; one-half down, bal. easy terms. Address Box 13, Smithshire, Ill.

FOR SALE—Two elevators on Frisco R. R. in northern and central Okla., in belt of the great wheat and corn country of the world. Practically new houses; has paid 75% on investment past three seasons. Stock, feed and coal business go with deal. This is your opportunity, grain man. Big corn crop soon to be moved. Address G. G. Black, Covington, Okla.

MODERN ELEVATOR, 35,000 bu. cap., 25 h. p. gasoline engine. A1 territory. No opposition. Flour exchange in connection. Large hay warehouse. Handles grain, hay, flour, seeds and coal. Splendid location for lumber yard. Will sell cheap or will exchange for good farm. Good reasons for wanting to sell. Address Mot. Box 1, Grain Dealers' Journal, Chicago, Ill.

GOOD GRAIN, SEED & FEED BUSINESS for sale. Doing good business in thriving city of 3,000 inhabitants. Good, clean stock. Price, \$3,000; have horses, wagons, gas engine, etc.; rent reasonable. Can show good reasons for selling. This is no fake, you get what you pay for. Don't apply unless you mean business and have money. Address E. Box 6, Grain Dealers' Journal, Chicago, Ill.

LOCATIONS FOR ELEVATORS.

GOOD LOCATIONS for Elevators and Industries on The Belt Ry. of Chicago. Low Switching rates. Good car supply. Address B. Thomas, Pres. Room 11, Dearborn Station, Chicago.

ELEVATORS FOR RENT.

GOOD TERMS offered reliable party to rent or take whole or part interest in well equipped modern feed mill and elevator in good Illinois town 55 miles from St. Louis. Address Winkle M. & A. Co. Craig, Perry Co., Ill.

MISCELLANEOUS.

BEST LOCATION for two hundred bbl. flour mill in the west, plenty of A1 wheat, and ready market. Address Frank H. Foster, Secy., Brewster Commercial Club, Brewster, Wash.

ELEVATORS WANTED.

WANT TO LEASE a good elevator for one or three years. Address Lock Box No. 17, Woodward, Ia.

WANTED to rent a good elevator in a good grain country. Address A. N. Drummond, Guernsey, Iowa.

WANTED—to buy elevator that will handle 200,000 or more per annum. Address Lock Box 15, Wellsburg, Ia.

WESTERN ELEVATOR wanted in good location. Name price and amount of business done in first letter. John C. Pingel, Vinton, Iowa.

WANTED—To buy or lease elevator in eastern part of Nebr. Must handle 150,000 bus. or more per annum. Address Lock Box 301, Madison, Neb.

WANTED TO BUY elevator doing good business in a good live town. Address giving full particulars and price. H. R. Sheldon, Smith Centre, Kan.

WANTED to lease or rent elevator on com. in Mo., Ia., Kans. or Nebr. Or will accept position to take charge of elevator by month in good grain country. Lock Box No. 18, Fortescue, Mo.

ELEVATORS WANTED—We have buyers for good elevators in Iowa, Nebraska, Kansas, Oklahoma and other states. Write at once if you want to sell. Iowa Mill & Elevator Brokers, Independence, Ia.

WANTED to exchange for elevator a model grocery and store room 20x80 ft. Almost new. Good location in the city of Anderson. Good reason for changing. Do not write me unless you have something of value. Address C. H. Beach, Anderson, Ind.

MILLS FOR SALE.

FOR SALE—Mill and Elevator well located in wheat section on Wabash R. R., near St. Louis. Money maker. Landwehr Bros., Truesdale, Mo.

125 BBL. MILL for sale in southwest part of Minn.; good hard wheat country; good farmers trade. Address Mt. Box 3, Grain Dealers Journal, Chicago, Ill.

BARGAIN—Southeastern Nebraska, 35 bbl. water-power, rolling mill, with dwelling, outbuildings and yards for stock—all in splendid condition—not a dollar needed for repairs. Address R. R. Box 12, Grain Dealers Journal, Chicago, Ill.

GOOD UP-TO-DATE 75 bbl. mill at Plymouth for sale. Steam power, sifter system, buckwheat, cornmeal and feed doct's. Saw mill, dwelling house, four acres of good land. Box 441, Plymouth, Mich.

MISCELLANEOUS.

WANTED \$3,500 to erect new bldg. 4 years time, 8% secured by 1st mortgage on site and plant. Best point in Okla. Address R. R. Box 6, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

WANTED—A position soliciting consignments for some commission firm. Would accept a good country station. Can furnish A1 Ref. Box 53, Cambridge, Ia.

POSITION WANTED—Experience and ability count; 18 years experience as Mgr. of eltrs.; keep double entry books; good mixer; best of references. Address A. W. Walls, New Richmond, Ind.

POSITION WANTED by experienced man with grain company, as manager of elevator. Temperate, good accountant and familiar with office duties, competent, best of references. M. H. W., Box 5, Grain Dealers Journal, Chicago, Ill.

WIDE AWAKE grain man open for management of good grain elevator, experienced, both bookkeeping and grading; have my typewriter and millwright tools. Long contract to right party. Address L Box 11, Grain Dealers Journal, Chicago, Ill.

MAN 35 years of age with 20 years' active experience in the grain trade both in Chicago and country, wants position as auditor with grain company in the northwest. Am single and will go any place to work. Address Mc., Box 6, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by experienced man, with grain co. as manager of elevator, or with large milling co. as supt. of eltr. and warehouse. Competent of taking full charge, familiar with office duties, understand grading of grain and machinery. German and American spoken. First-class references. Address P., Box 2, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

PARTNER wanted to join in starting elevator at good point in Indiana; or will sell stock in good business with 5 per cent guaranteed on stock. Address Wig, Box 3, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED grain man now in business would like to buy half interest in another good western Ind. point to handle 300,000 bus. or more. Address Interstate, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED—Man to take some stock in a complete cornmeal and feed mill and elevator doing fine business, and manage the mill. Located in North Texas. Address B. M. M., Box 4, Grain Dealers Journal, Chicago, Ill.



A Big Bargain, Buy Quick

Building 36x48; Basement 10 ft. 10x10 timbers; Mill floor 10 ft. 10x10 timbers; Storage floor, 18 ft. 10x10 timbers, Texas, 10 ft. 8x8 timbers; Mill floor double hard maple; iron siding, storage floor double joist, 25 h. p. gas eng. 1—8x24 3 pr. feed mill 1—30° corn buhr, 1 corn crusher, 3 stands of eltrs. for mill grinding; dump, chain drag, western sheller 400 bu. cap., big eltr., 7x12 buckets, 13" belt, cleaner, meal bolter, belts, wagon scales, house scales, all in good condition. Property must be moved from ground by Feb. 2, 1908, as land is sold to R. R. Co. Owned and for sale by

W. A. GOINGS, Richmond, Ind.

ENGINES FOR SALE.

GASOLINE engines for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

FOR SALE—2 20-h. p. and 1 15-h. p. Fairbanks-Morse gasoline engines, cheap. Henley Eversole, Newman, Ill.

NEW 4 H. P. Horiz. Sterling Charter Gasoline Engine for sale. \$75.00. F. W. Coen, 3802 Ridge Ave., Chicago, Ill.

ENGINE 16 Horse Gas \$275; 12 H. P. \$250; Boilers, Engines, Heaters, Pumps, all sizes. D. Casey, Springfield, Ohio.

FOR SALE—1 35 h. p. Charter Gasoline engine. Good as new; used about 7 months. Address D. Box 2, Grain Dealers Journal, Chicago, Ill.

SECONDHAND CORLISS engine for sale. A Vilter 16"x42" left hand Girder Bed 125 to 200 h. p., 12 ft. wheel; excellent condition; now in operation. Harris Machinery Co., Minneapolis, Minn.

GASOLINE ENGINES for sale. 15, 20 and 25 h. p. gas or gasoline, slightly used and as good for use as new; re-filled and tested before leaving shop; and prices that will move them. G. W. Alcock, Chanute, Kans.

GAS ENGINES FOR SALE.

22 H. P. Fairbanks-Morse.
16 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
8 H. P. Fairbanks-Morse.
20 H. P. Otto.
8 H. P. Otto.
10 H. P. Ohio.
25 H. P. Columbus.
10 H. P. Webster.

Also fifty engines for smaller sizes and all makes. A. H. McDonald, 36 W. Randolph St., Chicago.

LIST OF SECOND HAND GASOLINE ENGINES. 1-1½ HP Webster gasoline engine complete, with water tank, jump spark and hot tube, \$65. 1-2 HP Webster gasoline engine complete, with water tank as good as new, electric spark and tube, 90. 1-3 HP Lambert horizontal engine, electric spark and torch, as good as new, \$110. 1-4 HP Dayton engine, vertical, \$75. 1-4 HP Foos engine, as good as new, \$110. 1-5 HP Foos engine, \$125. 1 O. S. Kelley 5 HP engine, used 6 months, \$100. 1 44 HP Howe engine, used two years, \$800. 1 65 HP Weber Vertical cylinder, with up-to-date gas producer, as good as new, used less than two years, \$1,700. Allen P. Ely & Co., Omaha, Neb.

ENGINES WANTED

WANT to exchange 25 H. P. Steam Engine in good condition for a Gasoline Engine. Advise what you have to trade. Goodrich Bros. Hay & Gr. Co., Winchester, Ind.

MOTORS FOR SALE.

NEW and second hand direct and alternating current motors for sale. Franklin Electric Co., 224 S. Clinton, Chicago.

FOR SALE—Dynamics and Motors, new and second-hand. Direct or alternating current. Corbin & Guion, 52 West Jackson Boulevard, Chicago, Illinois.

MACHINES FOR SALE.

FOR SALE—One 8x18, 3 roll Ingham Feed Mill. Address Sikir & Hinz, Avoca, Wis.

FOR SALE—One Monitor No. 9 oat clipper. Apply Rosenbaum Bros., 77 Board of Trade, Chicago, Ill.

FOR SALE—Barnard and Leas No. 2 wheat cleaner. For information write F. G. Lustik, Solon, Iowa.

MONITOR GRAIN CLEANER No. 6 for sale cheap. Good condition. Farmers Co-operative Elevator Co., Valley City, N. D.

FOR SALE—One western shaker corn cleaner No. 4. Capacity 400 bus. per hour. Made by Union Iron Works, Decatur, Ill. In good order and running now. Make offer. Address S. J. Thompson, Holton, Kans.

MACHINERY FOR SALE—3 Gorton improved centrifugal reels, 10 ft. long. 1 H. A. Barnard middling purifier, speed 450; 3 stand flour rolls 8 x 18. All the above are almost as good as new. Will sell cheap. T. S. Wilson, Spickard, Mo.

FOR SALE—One Invincible oat clipper; one Foos attrition mill; one No. 4½, one No. 2½ western combined sheller and cleaner; one new Howe R. R. track scale. The above are in first class shape and will be sold at a bargain. A. S. Garman & Co., Akron, Ohio.

TWO SECOND HAND SCOURERS AT A BARGAIN. One "Monitor" adjustable polishing and scouring machine, No. 2. One "Cranson" scourer, No. 2. Both in first class condition, had to replace with larger machines. Address: The Oklahoma Mill Co., Kingfisher, Okla.

FOR SALE—One No. 1-D Marseilles Combination dustless cylinder warehouse corn sheller; one Marseilles portable dump and elevator to load cars (elevator 24 ft.) good 2 h. p. with same. Both in good shape, nearly new, cheap. Reason for selling completion of 30,000 bu. elevator. Binger Gin & Grain Co., Binger, Okla.

MISCELLANEOUS FOR SALE.

GRAIN TESTERS.

Two quart testers, one quart tester, one pint tester, the best are cheapest, we have the best. Write us for prices. A. S. Garman & Sons, Akron, O.

NO MORE LEAKS—Maire's Indestructible Roof Preserver absolutely prevents decay, preserves the roof and makes it good as new. Stops rust. Best for all surfaces. Write for full particulars. Maire Paint Co., Minneapolis, Minn.

FOR SALE CHEAP.

3 Boss Car Loaders.
2 12-in. Cast Iron Turn Heads.
1 No. 2 Western Corn Sheller.
1 Marseilles Combination Sheller and Cleaner, 600 bu. capacity.

Crabbs-Reynolds-Taylor Co.,
Crawfordsville, Ind.

SCALES WANTED.

AUTOMATIC scale wanted, 3 to 5 bu. cap. Must be good make, accurate and reliable. Jeff Ray & Son, Rockport, Ind.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FOR SALE—One Fairbank's hopper scale, capacity 60,000 lbs. Apply Rosenbaum Bros., 77 Board of Trade, Chicago, Ill.

SCALES of all kinds: repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

STANDARD SCALES for mill and elevator purposes. Steel frames for all standard make of scales. We meet every requirement of the best of the grain trade. Standard Scale & Mfg. Co., 601 East Court Ave., Des Moines, Ia.

FERRETS FOR SALE.

3,000 FERRETS for sale. They exterminate rats and rabbits; price list free. Lewis DeKleine, Jamestown, Mich.

Vest Pocket Grain Tables

Clark's Vest Pocket Grain Tables reduce pounds to bushels on any number of pounds from 10 to 100,000.

It is printed in two colors, red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

These tables are bound in tough paper and form a thin book, 2½ in. wide by 8¼ in. long. Price 50 Cents. Address

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL

WAGON LOAD GRAIN TABLES Eleventh Edition

Clark's Grain Tables for reducing wagon load weight to bushels are designed to facilitate the work of country grain buyers in reducing pounds to bushels, and in checking such reductions, as well as to prevent and detect errors in work of this character.

It contains fifteen grain tables and a freight table all printed from heavy faced type in two colors on 100 pound manilla stock, is well bound in heavy manilla covers, reinforced at back with cloth. It has a strap and ring attached so it can be hung up beside the scale beam.

Each grain table gives reductions from 100 to 4,000 pounds, is complete on one page, and so arranged as to show the number of bushels and the fractions in any amount on ten pounds or less.

The tables show the following reductions: Oats at 32 lbs., 33 lbs., and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, 60 lbs., with 1, 2, 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu., when the rate per 100 lbs. is 1 to 30½ cents, in ½ cent rises.

Price with marginal index 50 CENTS.

GRAIN DEALERS JOURNAL
255 La Salle Street : : Chicago, Ill.

POPCORN WANTED.

POPCORN Wanted—Correspond with us. Bradshaw Co., New York, N. Y.

SEEDS FOR SALE.

KANSAS GROWN Alfalfa and other Grass and Field Seeds for sale. Address J. G. Peppard, Kansas City, Mo.

TIMOTHY SEED for sale. Car lots or less. Samples on application. C. C. Norton's Sons, Greenfield, Ohio.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

HAY WANTED.

ALWAYS in the market for sweet, well cured HAY. Correspondence solicited. Blake & Farrar, Receivers and Carload Dealers, Baltimore, Md.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

SEEDS WANTED.

CLOVER SEED wanted—Medium and Mammoth. Send samples. C. C. Norton's Sons, Greenfield, Ohio.

WANTED—Red, Alyske and Mammoth Clovers, Timothy and Millet seeds. J. G. Peppard, Kansas City, Mo.

WANTED—Buckwheat, millet, timothy, clovers, pop-corn, mustard. Submit samples. J. Oliver Johnson, Chicago, Ill.

BUYING seed oats, barley, clover, timothy. Paying highest prices. Send me samples. W. J. Baumann, La Crosse, Wis.

NEW CROP ALFALFA SEED. Kansas-grown, acknowledged the best, for sale. Ask for samples and prices. Kansas Seed House, Lawrence, Kans.

SEEDS WANTED: Clover, timothy and red top. Car lots or less. Submit samples and prices. Louisville Seed Company, Nos. 208-210 Second St., Louisville, Ky.

CLOVERS WANTED—Send samples. We are in the market for Medium, Mammoth, Alyske, Blue Grass, Buckwheat, Millets, etc. Sample envelopes free. The Adams Seed Co., Decorah, Iowa.

WRITE US NOW about new crop FIELD SEEDS. Mail samples TIMOTHY, CLOVER, MILLET, MUSTARD, CHICKEN FEED GRAIN, etc. Sample envelopes for the asking. THE ILLINOIS SEED CO., CHICAGO, ILL.

SEEDS WANTED—Clover, Timothy, Kentucky Blue Grass, Red Top, Buckwheat, Millets, Hungarian, Kaffir Corn, Milo Maize, Jerusalem Corn, Sugar Cane, etc. Mail samples. Quote F. O. B. here. Rockford Seed Company, Rockford, Ill.

THE TOLEDO FIELD SEED CO.

CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.

ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

MEAL FOR SALE.

STANDARD COB MEAL for sale by H. K. Holman Co., Fayetteville, Tenn.

FEED FOR SALE.

GROUND CORN and chop fed for sale in carlots. Prompt shipment. Write for samples and prices. Droege Bros., Council Bluffs, Ia.

GRAIN FOR SALE.

FOR SALE—Oats and Corn in car lots. Ask for quotations. Buckland Mfg. Co., Buckland, Ohio.

IF YOU have choice grain for sale, offer it in the "GRAIN FOR SALE" columns of the Grain Dealers Journal. Get inquiries, send out samples and sell to the best bidder. It will pay. Try it.

GRAIN FOR SALE—When in the market for good Turkey wheat ask us for samples and delivered prices. We can always furnish you good wheat. Address The A. R. Clark Grain Co., Wichita, Kans.

GRAIN WANTED.

NEW CROP BUCKWHEAT WANTED. The flour for sale. Pape & Loos, Quincy, Ill.

WANTED—Shippers of grain, hay and mill feeds to quote. J. H. Neil & Co., Brokers, Nashville, Tenn.

WANTED—Wisconsin winter wheat. Mail us samples and quote price. Arcadia E. L. & Milling Co., Arcadia, Wis.

GRAIN WANTED. I am in the market for good, dry ear corn. Sheller located on Santa Fe and Trinity & Brazos Valley R. R., Houston, Tex. Quote price F. O. B. cars, stating how many ears you have, and when you can ship. W. D. VanWagenen, Houston, Texas.

HAY FOR SALE.

UPLAND PRAIRIE HAY FOR SALE. Several thousand tons. Ready for shipment after Oct. 1. If you want choice hay, write me. C. H. Leggett, Fort Pierre, S. D.

BUYERS OF SALVAGE GRAIN

The Toledo Salvage Co.

Buyers of

**OFF GRADES and
SALVAGE GRAIN**

Toledo, - - - Ohio

Salvage Grain Wanted

I buy and sell damaged malt, flaxseed and salvage grain of all kinds.

WM. B. GALLAGHER
72 Pearl Street, BUFFALO, N. Y.

FRANK MARSHALL

253 LA SALLE STREET

CHICAGO

THE ALBERT DICKINSON CO.

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THE EXPERIENCE OF OTHERS

GRAIN DEALERS JOURNAL

253 La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of firm _____

Capacity of Elevator Post Office _____

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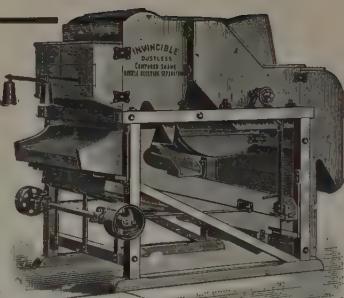
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Elevator

Men

Who are the most successful know that it pays to clean grain. They have figured first cost, capacity, power consumed, space occupied, cost of repairs, durability and length of service, and have bought the



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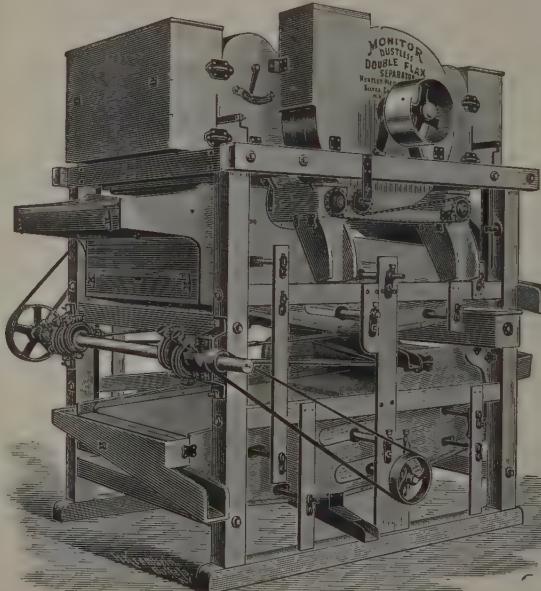
They did not do it as a matter of sentiment or to please us, but because the figures clearly showed that they could afford to pay a higher price for our machine and still save money.

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Monitor Style A Flax Separator illustrated here, will clean Flax down to 2% or better in one operation and save the flax to a larger percentage than any machine made.

We guarantee this machine to be the most satisfactory flax cleaner on the market and by changing the screens will work well on wheat and other grains, with a capacity of two to three times the capacity on flax.

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Silver Creek, NEW YORK

GRAIN DEALERS JOURNAL

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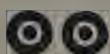
The Advertising

value of The Grain Dealers Journal as a medium
for reaching the grain dealers and elevator men of the country is unquestioned.
The character and number of advertisements in its columns tell of its worth. If you would
be classed with the leading firms, place your
announcements in the leading Journal.

Letters

on subjects of interest to those engaged in
the grain trade, news items and crop reports
are always welcome.

Entered at Chicago, Ill., Post Office as
Second-Class Matter.



GOLD MARKS SIGNIFYING QUALITY
OF CIRCULATION HAVE BEEN
AWARDED THE GRAIN DEALERS
JOURNAL BY THE AMERICAN
NEWSPAPER DIRECTORY

CHICAGO, ILL., SEPTEMBER 25, 1907.

TO PERMIT pooling by rail carriers would result in a continual car famine and poorer service than ever if that be possible.

BARN BUILDERS will not be likely to be crushed by the falling of country elevators this year. The quantity and light weight of the crop is in their favor.

NO GRAIN shipper would enjoy paying extra for a shipper's order B/L, yet that may be attempted by the railroads which are taking the lead in drafting B/L conditions for the approval of the Interstate Commerce Com'isn.

STATISTICIANS who adopt a 5-year instead of a 10-year average and take the present month instead of the at harvest percentage in calculating par should be given credit for progressiveness. Their estimates of yields will be more entitled to confidence since they recognize that the yields now are not what they were 10 years ago.

GRAIN BUYERS who contracted oats with farmers have experienced much trouble in obtaining delivery of grain bot. In fact, some of our readers complain that "the season has been an unusually hard one upon the dealers taking contracts, because some farmers were unable, and others unwilling to fill their oat contracts." The dealers who insisted on having written contracts were the least to suffer.

NEW YORK'S Utilities Commission is asking some very embarrassing questions about discriminations and failures to furnish cars to would-be grain shippers at Buffalo. Does the Commission desire to precipitate another panic among the stock jobbers?

THE CHIEF Inspectors Ass'n is making a big mistake in not having an exhibit of samples of the different grades of grain at the Cincinnati convention. The educational value of such exhibits to shippers is incalculable. They get a clearer idea of what is meant by the rules of the different markets and buy more carefully. The better posted on grades the shippers are, the easier will it be for the inspectors. An exhibit would save them much labor later.

THE RECEIVER, or for that matter, any grain dealer, who withdraws from the association which assiduously devotes itself to improving trade conditions, because he fears he will be required to arbitrate a trade difference, thereby emphasizes his lack of confidence in his own contention. In other words, he is perfectly willing to help support the cause of justice so long as his own interests do not suffer as the result of justice being done others.

THE Old Point Comfort Conference of delegates from the different exchanges controlling the grading of grain at gulf and Atlantic export ports, seems to have been entirely in vain. Nothing was accomplished and those who attended seemed striving to forget they were there. The dilatory tactics of the different interests of the trade does more to help politicians in their campaign for federal inspection than can be measured. The grain trade is entitled to, and needs uniform rules and uniform gradings, but nothing will be accomplished so long as each interest insists upon rigid rules being drafted for every section of the trade except itself.

MANAGERS of many line house elevators no doubt would take more of a personal interest in the property and business entrusted to their care if permitted to share in more of the secrets of the business. The buyer, who is compelled to work entirely in the dark, is little more than a machine for carrying out orders. He is not posted so does not dare to act as his own judgment dictates, altho anxious to promote the interests of his employer. Some line companies are so certain it is to their advantage to keep their agents posted they gladly pay for all the trade literature they want, while other companies spin a fit if one of their agents happens even to receive a sample copy. The broad-gauged companies generally have the best managers at every station where they operate, because the more intelligent agents prefer to work for those who will appreciate their efforts.

WEEVIL have instituted an active campaign in different sections of the country to bring about the complete destruction of the new wheat crop. We have received many inquiries from many dealers of late for a quick exterminator, and in each case have been glad to recommend "Fuma" Bisulfide of Carbon, which has long been recommended by the agricultural experiment stations of the country.

CREDITS are absorbing much of the time and attention of eastern receivers, and naturally they are unusually cautious because of the high rate of interest, and the tendency of all banks to curtail their loans. The prices of all grain are so high it requires considerable more money to do business than for many seasons past. Hence the tight money market is handicapping receivers more than usual. Under existing conditions it is especially important that shippers avoid making overdrafts and keep receivers advised promptly as to the amount of grain shipped and amount of draft, so that they will be prepared to meet the draft upon arrival. By advising receivers in advance of shipments they can make ample preparation to meet drafts promptly.

COUNTRY elevator men, who sell short in central markets against their cash holding, would be greatly handicapped if the market in which they sold had no public elevators in which they might place grain for delivery on their contracts. Hence it is to their interest to assist in bringing about a settlement of the differences existing between the Chicago Board of Trade and Public Elevator men. Shippers and commission men are agreed to a man that public elevators should be operated by disinterested parties, solely as public store houses. The trade has suffered so long as a result of the public elevator men having the advantage of controlling public grain store houses, the time is come when the trade should insist that they be operated absolutely independent of any firm dealing in grain.

THE band of politicians interested in the work of the inland waterways commission is much chagrined by the small amount of shipping on the Mississippi river, where it is, and has for years been navigable for large steamboats. Interior water transportation does not seem to be in favor with the shipping public, except on the Great Lakes. Every two or three years some enthusiastic believer in the utility of deep water ways, organizes a new company for the establishment of a line of boats between St. Louis and New Orleans, where a navigable channel is always to be found. Several different lines have been established especially for transporting grain between the two cities, but the trade seemed to drift to the railroads. The Illinois Central's line is down hill all the way, so it can afford to make a very low rate on large quantities of grain.

DICTATION by railroad company as to the market to which a shipper must consign received another jolt recently by the order of the Nebraska Railroad Commission requiring cars to be furnished without regard to destination.

THE NUMBER of those who will attend the annual meeting of the Grain Dealers Nat'l Ass'n is increasing every minute. Jump into the wagon, go help promote the common interests of the trade before it is too late. By staying at home you ally yourself with those opposed to the improvement of trade conditions. Let us progress.

WHAT IS "FULL VISIBLE CAPACITY"?

A number of the grain carrying railroads have very graciously amended their unreasonable rules governing minimum weight of a car load of grain by providing that cars shall be loaded to the "full visible capacity." This specification is so indefinite as to admit of many different meanings to different persons. The man who is required to load car with shovel and scoop it back into the ends of the cars has a very different idea as to what constitutes "full visible capacity" from the country elevator man who has an inclined loading spout, or a power car loader, which will permit him to load the ends of car to the roof and with ease.

The inspectors at grain terminals insist upon a clearance being left of at least three feet above grain else they will refuse to issue a certificate of inspection upon contents of car until it is unloaded. They claim, and with reason, that samplers can not obtain an average sample of car's contents when it is loaded to a point nearer than three feet to the roof.

The majority of the country elevators have not power loaders or a sufficient fall from elevator head to roof, and the man who has to shovel the grain back from the door well knows that it is a physical impossibility to load car much above the three feet line. He must have room to work his arms. In view of the indefinite phraseology of the rule it behooves country shippers, who find themselves possessed of light weight grain to undertake the education of the station agent as to the physical possibility of his plant in this matter of loading cars. It will be much easier than fighting disputed claims for freight on grain not shipped. Surely it is not pleasant or profitable to pay freight on five to ten thousand pounds not shipped in order to comply with the railroad's minimum loading rule.

Some railroads will accept from connecting carriers cars loaded according to the minimum load rule of that carrier, which is, however, at variance with its own rule.

LANDLORD SEEKS TO COMPEL GRAIN BUYER TO PAY FOR GRAIN A SECOND TIME.

Altho Indiana grain dealers induced the state legislature at its last session to enact two laws making it a felony for tenants to sell grain against which there was a lien, two tenants have recently bid defiance to the law by selling their grain, and the landlord, as is told in "Letters" column, has brot suit to collect the full amount of the rent (\$700) from the grain buyer. Conviction of tenants under the new law would result in a fine of \$100 and one to three years in the penitentiary.

If the tenants were arrested and apprised of the severe punishment which awaits them we feel certain they would dispose of their live stock and pay their rent. Until it is paid the grain buyers will be required to fight the unjust suit, altho in the case referred to the chance of losing seems very slim, as the tenant has attachable property on the landlord's premises.

The landlords have forced grain buyers to help collect their rent or guarantee it so many years they have attained the very disagreeable habit of running to the grain buyer for their rent whenever a tenant escapes them, and what is more they will continue to bluff grain buyers into guarding their interests so long as the buyer will submit to it.

METHODS OF ASSESSING GRAIN DEALERS.

Judging from letters published in this number the methods of assessing grain dealers are as varied as the assessors. Some pay taxes only on their plant, while others are assessed on stock and capital. Few of the grain states have what is known as occupation taxes, but most of them seem anxious to assess dealers on all property possessed upon a certain day. Some make an effort to determine the average amount of capital invested and assess on that amount.

It would seem much more equitable to assess on the average amount of capital invested rather than on the amount of cash and stock on hand a given day. Assessing the average amount of capital for the year would apportion the tax on the different ones engaged in the trade more uniformly and no doubt more equitably, while if the taxes were levied upon the cash and amount of stock on hand upon a certain day many dealers with studied forethought would transfer both their cash and stock to some distant state upon that day, and thus escape their share of the taxes.

A remarkable case was cited in a letter published in the Aug. 25 number of the Grain Dealers Journal of a firm which had two elevators on railroad

ground, and the tax upon one was quite heavy, but no tax at all upon the other one. The careless work of the assessors seems to be effecting a discrimination in which all dealers would be pleased to share, if the correct way of being favored could be found.

THE PROPOSED UNIFORM B/L.

Last week traffic officials of different grain exchanges met in Chicago to discuss the conditions of the proposed uniform B/L, which is published elsewhere in this number. A careful reading of the bill will convince any live shipper that the members of the grain trade have not given the proposed bill the attention it merits else would every organization of grain dealers have strong committees at work drafting needed protests against the ambiguous and contradictory provisions of the so-called bill. In many different paragraphs can be found provisions, which are in direct violation of what is known as the Carmack amendment to the Interstate Commerce law, which provides as follows:

That any common carrier railroad, or transportation company, receiving property for transportation from a point in one State to a point in another State shall issue a receipt or bill of lading therefor and shall be liable to the lawful holder thereof for any loss, damage, or injury to such property caused by it or any common carrier railroad, or transportation company to which such property may be delivered or over whose line or lines such property may pass, and no contract, receipt rule, or regulation shall exempt such common carrier, railroad, or transportation company from the liability hereby imposed: PROVIDED, That nothing in this section shall deprive any holder of such receipt or bill of lading of any remedy or right of action which he has under existing law.

The only thing the railroads can gain thru the medium of doubtful and ambiguous conditions is that it will confuse not only the shipper, but his lawyer, the jury and every one who attempts to wring justice out of them when they fail to perform their duties as common carriers.

Several different paragraphs show the bill clearly to be a barefaced attempt to escape the requirements of the federal and state laws. Some railroads, notably the Chicago, Rock Island and Pacific, and the Grand Trunk have been honest enough with patrons of their lines to be content with a very simple, clear and concise form, which in reality is nothing more than a receipt for grain showing its destination. Little more is needed by either the railroad or the shipper. Long, involved, or numerous rules aiming to prescribe or modify the duties of the carriers are in reality merely crafty attempts at gaining release from common law liabilities.

Carriers would not now attempt to indulge in such dishonesty, were it not for the fact that they have been so very successful in the past in bluffing shippers out of the value of property lost in transit. Even today after the many warn-

ings which have been issued to the shippers of the country to refuse absolutely to sign any B/L, some are timidly signing away their rights in the very obnoxious form drafted at the time of the attempted 120% exaction.

The grain shippers of the country are deeply interested in this matter. This very obnoxious bill with its many ridiculous and unfair provisions has been before the trade since June 14, when it was submitted to the I. C. Commission, and on October 15 the Commission will hear objections or suggestions for changes in the form. Grain dealers who are actually interested in the protection of their business should see to it that they are represented thru their state, local and national associations at this hearing by strong men.

Mr. Firth who long has been at the head of the Railroads Uniform B/L Committee has grown old in the employ of the Pennsylvania railroad, a company which first of all educates beginners in its employ to distinctly understand that the shipper or patron of the line has no rights. Everything that is done must be done for and in the interests of the Railroad Company. For years Mr. Firth has thwarted the efforts of shippers to obtain an equitable B/L.

The form which is published elsewhere in this number attempts to take away some rights now secured to shippers by laws, and also to rob him of some of his property without recourse. If any live, progressive grain shipper can read the bill thru without promptly sending a strong protest to the Interstate Commerce Commission, we would like to see his picture. Surely no normal grain shipper would for a minute think of silent" submitting to so much injustice in one chunk.

WHAT IS THE LEGAL RATE AND WHERE CAN IT BE OBTAINED?

As is shown by query published in this number, shippers are beginning to pay the cost of attempted regulation of the transportation facilities of this country by a miscellaneous collection of impracticable politicians. It is natural that the Interstate Commerce Commission should make some mistakes, but it is not to be expected that they would lay down petty rules, which forbid and prevent the railroad companies operating their business with some degree of horse sense. The idea that there is only one legal rate, and that is the copy of the schedule of freight rates filed by the railroad companies with the Interstate Commerce Commission is ridiculous. It is not possible for every shipper to apply direct to the Interstate Commerce Commission daily for the legal rate from one market to another, that he may determine what he can afford to pay for grain.

The widely varying views of the different members of the commission expressed at different times and places, shows that the commission is far from unanimous on any feature of the subject

with which it is dealing; and all indulge in so much talking that the poor shipper is utterly at sea. It seems impossible for him to find out with any degree of certainty as to what is the legal rate between any two points, or as to what his rights are in any case. The condition is one of absolute chaos.

If the present commission finds it impossible to work along some well defined plan with unanimity, then it would seem advisable for them to give way to experienced traffic men, who have some conception of the rights and needs of the shipping public. Business is daily being sacrificed to petty rules, which the railroads recognize as being unreasonable and unfair, yet they do not dare to do violence to the ruling of the commission. Justice and fairness are thrown to the winds. The rules of the commission govern all, overawe all, and blight business.

The National Corn Exposition at Chicago Oct. 5 to 19.

Two of the most unique attractions will be the March of the Corn and a husking bee. The March of the Corn will consist of a reproduction of the ancient mythological ceremonies attending the offer of sacrifices to the Goddess of Agriculture. For this purpose the National Corn Exposition has secured twenty women and ten men who, appropriately costumed, will go through the ceremonies as practiced by the ancient Greeks. This will occur twice in the afternoon and twice in the evening. The other unique attraction will be an old-fashioned corn husking bee, followed by a real country dance. The huskers will consist of men and women appropriately attired, and when the red ear is found a song to the red ear will be given and this will be followed by a dance, for which a celebrated country fiddler has been secured. This will also be put on in the afternoon and in the evening.

Merely to add to the interest of the National Corn Exposition, from a show standpoint, cash premiums are to be paid for freak or odd-shaped ears of corn exhibited there. The curiosities thus shown will undoubtedly prove most amusing, and additional interest will be created along this same line by the entries in those lots calling for the largest ears and the smallest ears. Cash premiums are likewise to be paid on these exhibits.

One of the exceedingly interesting exhibits at the National Corn Exposition, Chicago, Oct. 5 to 19, will be that made by Garton Brothers, of England, illustrating their method of plant breeding and the development of new breeds. The exhibit will consist largely of oats suitable for cultivation in America, and chart and samples fully explaining their method of plant improvement.

Corn growers who are to enter premium exhibits at the National Corn Exposition, Chicago, Oct. 5 to 19 next, should bear in mind that express charges on such exhibits must be prepaid. Arrangements have been made with all express companies whose lines enter Chicago for the application of their general special rate on exhibits shipped to the Exposition.

The National Corn Congress will be organized during the National Corn Exposition. The program for the congress has just been completed by General Manager C. A. Shamel of the exposition and it is expected to be one of the most educational features of the show, which has

for its chief object the dissemination among farmers the latest ideas in scientific breeding and cultivation of corn whereby their crops may be greatly increased.

"The mere adding of one kernel of corn to each ear," said Mr. Shamel, "will bring about an increase in the total amount of \$1,620,000 a year.

The corn congress will begin Wednesday, Oct. 9, with the adoption of a constitution and by-laws, the election of officers and a general discussion.

On Thursday, Oct. 10, the following papers will be read in the afternoon:

Creating an Interest in Improved Corn—P. G. Holdem of Ames, Iowa. Developing and Disseminating Hardy Varieties of Corn—Professor R. A. Moore, Madison, Wis.

Corn Breeding on the Funk Farm—J. D. Funk.

The Value of Commercial Fertilizers in Corn Culture—Professor H. A. Huston, Chicago.

On Oct. 11, this afternoon program has been arranged by the congress:

Insect Enemies of Corn—Professor S. A. Forbes of Urbana, Ill.

Practical and Theoretical Corn Breeding—A. D. Shamel, U. S. Dept. of Agriculture.

Plant Breeding as Practiced in England—T. R. Garton, Wairington, England.

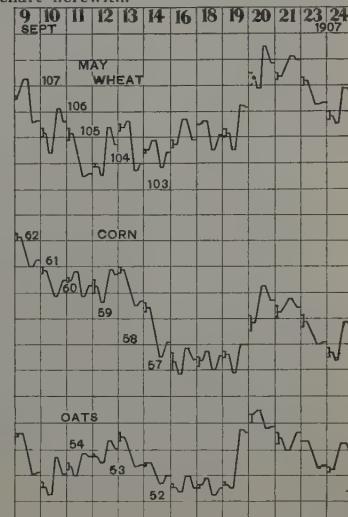
Everything indicates that there will be not less than 25,000 entries at the exposition.

"We are receiving letters and inquiries at the rate of over 500 a day," said C. M. Treat, sec. of the exposition, yesterday, "and are swamped with work." "It looks as though the original letters to 250,000 farmers are bearing fruit. It will be the greatest thing of the kind ever held in this or any other country."

The Coliseum was turned over to the decorators this week. The decorations will cost around \$30,000 and the scheme will be the most elaborate ever attempted at the Coliseum.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to Sept. 25 are given on the chart herewith.



Letters

From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

ASSESSED FOR $\frac{1}{2}$ GRAIN ON HAND LESS BORROWED CAPITAL

Grain Dealers Journal: We are subject to township. Our elevators are on railroad ground and assessed as personal property. We are assessed for one-half grain on hand May 1st unless we hold it on borrowed capital or bank money. Think elevator men could get assessments adjusted all right in townships. Villages and cities are usually a little hard on the grain man with no good reasons for their actions.—N. Saemann & Co., Adell, Wis.

A RUNAWAY GRAIN CAR.

Grain Dealers Journal: I had the misfortune thru the fault of a defective brake, to let a car of 88,000 lbs. of shelled corn get away from me Sept. 18. The car ran thru the switch and to within $\frac{1}{4}$ mile of Cambridge, which is about $6\frac{1}{2}$ miles south of this place.

The runaway car was stopped by the section men throwing sand on the track. The quick wit of the station agent here was all that saved the car from wrecking the northbound passenger due at Cambridge just as the wild car left this place.—B. L. Nutting, agent Western Elevator Co., Shipley, Ia.

MUST MAKE GOOD SEASON'S SHORTAGE.

Grain Dealers Journal: I work for a line company. At the end of each year my employers expect me to come out even. If I am a 100 bus. of grain short I am charged up with this shortage. Now everyone knows that there is shrinkage in all grain and this accounts for shortage, but my employers expect me to come out even, so the only thing left for me to do is to steal enough grain from the farmers to make up for shrinkage.

If I come out ahead I am considered a good fellow by my employers, but I receive no credit for the grain. There ought to be a law protecting buyers in case of shrinkage. I wonder if any of the boys ever thought of that.—A. G. Buyer.

COAL IS CASH.

Grain Dealers Journal: I find many of the elevators in southern Minnesota, which are supposed to be doing a grain business closed and no prospects of their being opened. Every one of them handles coal, not because they like it, but because they need the revenue, and in nearly every elevator office the following sign appears in a prominent place:

"COAL IS CASH."

We Pay Cash.

Don't Ask for Credit."

If half the elevators were torn down the other half might make a living out of the grain business, and leave the coal business for the coal dealer. Yours for the grain business straight.—J. N. B.

AGENTS WISH TO BE KEPT POSTED.

Grain Dealers Journal: Why do employers keep their agents in the dark? Ought not we to receive some consideration? We are not mere tools, we are anxious to make money for our employers and work for their interests. We are interested to know how the grain we ship out grades and what it sells for.

The line companies ought to co-operate with their agents and inform them if they are making money for them or not. Some of the line houses keep their buyers posted, but most of them don't give them this much desired information. The firm I work for, and I've been with them a good many years, never even invited me to call on them. A little friendliness and consideration would go a long way and work to mutual advantage.—S. D.

S-E BUYERS AND NORTHERN SHIPPERS NEED TO GET TOGETHER.

Grain Dealers Journal: Your article in September 10th issue, page 300, which refers to the Southeastern Buyers and Northern Shipper getting together, appears to us to be the most pertinent thing we have read in some time.

While you leave little to be said, still, being vitally interested as representatives and exclusive handlers in this section of the Southeast for reliable grain shippers, we wish to add that no one but legitimate dealers can conceive of the embarrassment and discord created by shippers quoting and shipping to parties who have no rating nor endorsements as business men.

Seeing these matters with our own eyes, being constantly forced to store in our elevator and warehouse, handle or sell rejected grain and hay shipped to this territory at the solicitation of shippers whom we can hardly refuse, we have felt that at some time they would wear out as

it were and confine themselves to legitimate handlers who would be welcomed by all.

When Roosevelt dangled his colored beads and piece of bright cloth before the eyes of Booker in the shape of a dinner, he could not resist tho he knew it was wrong. And the cheap price on grain made by an irresponsible "dabbler," tempts the jobber and wholesaler altho in his heart he knows he may never get the goods.

The shippers suffer most, why not ascertain with whom they are dealing and stop receiving wires on a declining market as follows:

"Jones Cross Roads _____ CCC car 11111 refused advise disposition. Jno. Brown, Agt."

The shippers of the North have more to gain than the straight grain dealers of the Southeast.—Dan Joseph Company, Columbus, Ga.

RUSTY DEALERS.

Grain Dealers Journal: The rusty dealers are the ones that are killing the grain business. The railroad companies wouldn't make half the money they are making out of us if these fossils had any fighting spirit, energy and get-up about them. When I came here they had a man in this elevator who could hardly write his own name. Does it look so strange that the owner could not make money out of this plant? I have built up a large and profitable business for myself and I made some of these rusty fellows in this vicinity wake up and hustle. Most of the dealers in these parts are rusty. They are back numbers; and it will benefit them to be told their faults thru the columns of the Journal.

These dealers that tell you they get all the news and information out of circulators—that tell you they have not time to read the Journal and make other similar

FARMERS ADVERTISING BULLETIN.

Farmers' Wants or Whom it May Concern

2 sows to trade for butter and eggs, by Eben Strawberg.

Auction March 10 at Sam Smith's farm.

Choice seed wheat for sale by Farmers' Elevator Co.

Black horse for sale by Si Huckleberry.

Work team to trade for family surrey. Ed. Johnson.

Grain Dealers Journal: One of the best schemes to draw farmers to the elevator that I ever saw is used by the Farmers' Elevator Co. at Springfield, Minn. It consists of a blackboard on which the farmers offer cows, horses, sheep, sows, machines, etc., for sale or trade, as shown in the reproduction here.

The manager of the elevator, W. J. Blackman, says he would not part with this board for \$50. It is a good thing for the farmers and they appreciate it very much. It brings them together and they often make good sales and satisfactory trades.—Traveler.

excuses, are rusted so d—n hard there is no hope left for them and the sooner they get out of the grain business the better it will be for the progressive dealers.

I know the value of keeping posted. I am learning more every day and I get lots of information out of the Grain Dealers Journal. I read every copy from cover to cover. I would not do without it.—C. M. Mast, Mitchell, Ia.

CONFIRMATIONS; AN EXCELLENT SUGGESTION.

Grain Dealers Journal: I note with considerable interest your article relative to exchanging written confirmations of purchase or sale, specifying fully all the terms and conditions surrounding a contract.

I note that you recommend that such a confirmation be signed by both parties. This would, of course, complete the contract, it being proof positive of the meeting of the minds.

However, it is a custom hardly suited to the grain trade for the reason that almost immediately after a contract is made it becomes either advantageous or disadvantageous to one or the other of the contracting parties because of the change in values.

It is frequently the case that the party receiving in the mails to be signed and returned a confirmation of contract which could be made to better advantage, neglect or forget to attend to the request.

It becomes obvious that the firm sending a duplicate confirmation to be signed and returned and who do not get the desired signature, will find it somewhat to their disadvantage should they resort to law to enforce their contract.

In my opinion a confirmation best suit-

ed to the grain trade, or any trade in which the values change rapidly, is one that is as automatic as possible, and still fair to both parties.

For instance, a confirmation which states plainly all of the conditions and terms of contract, and which states that "IF THIS CONFIRMATION IS NOT IN ACCORDANCE WITH YOUR UNDERSTANDING TELEGRAPH US IMMEDIATELY ON RECEIPT OF SAME OR IT BECOMES BINDING," should be a method which would not place the entire burden of securing the signature of one or the other of the parties to a contract.

I feel that your paper could benefit the trade very much if it could help to establish a method of completing a contract without the much-sought for signature to a confirmation of same.—Very truly, A. C. Schuff, Louisville, Ky.

WHEAT SHRIVELED BY HOT WIND; SHRINKAGE.

Grain Dealers Journal: I hold that heat will give a kernel of wheat a wrinkled and shriveled appearance and make it look very much like a frosted kernel. I recently shipped a car of wheat to Minneapolis and received a letter that the wheat was sprinkled with frosted kernels. As we had no frost thru here I wrote that the inspectors did not know the difference between a frosted and a heat blistered kernel. I understand Minneapolis receives a lot of wheat sprinkled with so-called frosted kernels, which are nothing but kernels of wheat shriveled by hot winds.

I've made quite a study of the shrinkage of grain and I discovered that real dry wheat received in dry weather if

loaded out in moist weather will absorb the moisture and instead of a shrinkage there will be a noted increase in weight. Thru experiments I've discovered in dry weather wheat will shrink one to two pounds per bushel and regain an equal amount during moist weather.—C. R. Kimball, mgr. Eagle Roller Mill Co., Aberdeen, S. D.

GRAIN BUYER SUED FOR TENANT'S RENT.

Grain Dealers Journal: A landlord, as you will see by the following clipping from a local newspaper, has sued us for \$700 rent due from tenants whose grain we bot recently:

New Question in Rent Law Raised by Case

Tried in the Superior Court—Lien on Crops Security for Rent of Farm New to Lawyers Practicing in This Vicinity.

In the case brought the owner of a farm Valentine Besinger, rented it to two Belgians, Leopold Cassir and Julius Bekart. The Belgians raised the wheat and sold it, they say, with the permission of the owner, and put the proceeds into horses which are still on the farm. The rent is therefore not paid except in the fact that the horses were supposed to be security for it.

The point of law as we understand it is that the landlord has a practical lien on the crop for the rent, and that the purchaser of the product, tho he may be innocent, is liable for the rent if he buys the crops without knowing that the rent is paid. It seems that the case against Burrell & Morgan is a case for self-protection on the part of the landlord, and the purchasers of the crop were innocent buyers subject to a law which does not seem just in all particulars at least. Indeed it is doubtful if there be any wrong intent anywhere.

The case is believed by the attorneys who filed it to be entirely new to court procedure here. If it is successful and Burrell & Morgan are compelled to pay twice for the grain which they bought of Besinger's tenants it will be apt to make grain buyers afraid to purchase the grain grown by tenants.

To Be Seen at the National Ass'n Meeting, Oct. 2-3.



Bird's-Eye View of the Ohio River at Cincinnati, O., from Eden Park. Steaming up the river is the famous Island Queen with a cargo of grain dealers consigned to Coney Island.

An old law of Indiana gives the landlord the first lien on the products of the farm automatically and without necessity of any record. It takes in hay and potatoes, as well as grain and possibly stock. Hence it commands wide interest.

An amendment passed last spring made it a felony for the tenant to sell anything off the farm until his rent was fully paid, but this did not prevent their imposing upon us.

The old law certainly needs the attention of the grain dealers of the state. The tenant can never pay his cash rent until he sells his produce and when he sells it he commits a felony. Also the buyer is liable to the landlord for rent to the full amount of grain bought. The buyer has no way of learning of the tenant's liability to landlord—Yours, Burrell & Morgan, Elkhart, Ind.

NEW YORK ROADS WILL PAY NO SHORTAGES ON NO GRADE.

Grain Dealers Journal: That the railroads will adhere to their determination not to pay for shortages on no grade grain is shown by the following notice posted recently on the floor of the New York Produce Exchange:

New York, Sept. 12, 1907.
Wm. H. Kemp,
Chairman Comite on Grain,
New York City.

Dear Sir:—

Referring to my letter of Aug. 17 in which I advised you that on and after Sept. 17 the railroads would not pay shortages on no grade grain, or any mixture containing no grade grain.

At a meeting held to-day the railroads decided they could not withdraw the notice contained in my letter of Aug. 17; but agreed to extend the date on which the notice is to take effect to October 1.

Therefore on all grain received on and after Oct. 1, 1907, the railroads will not pay shortages on no grade grain or any mixture containing no grade grain.

Yours truly,

Frank Harrott,
Chairman Ex-Lake Seaboard Grain Comite.
The comite of grain met the representatives of the railroads and endeavored to have this order rescinded, but the railroads have refused to withdraw the notice, and it will become effective Oct. 1 against the protests of this comite.

W. H. Kemp,
Chairman Comite on Grain.

The railroads take this position because they preserve in the elevators the identity of all no grade grain, that is, it is run into separate bins. As almost 50 per cent of the grain shipped to New York is no grade, referring especially to wheat, it will mean that when it is transferred from elevator to steamer by canal boats the canal operator may steal or swap 50 bus. and the shipper have no recourse upon the railroads.

No grain is loaded directly from elevator into steamers, but every shipper who stores in elevator is entitled to lighterage free, which is charged in the rate from the west.

The new rule on shortages will work a hardship on exporters.

The term no grade also is a misnomer. For instance, a wheat weighing 61 lbs. per bu., sound and sweet, but having a little garlic in it, is "No Grade." Much of it is shipped from this market and Baltimore to Germany, for the Germans like the taste of it in their bread. Now New York will be handicapped with shortages if the canalboat operators choose to steal.

—T. G.

Mexico is reported to have grown enough wheat this year to meet all requirements until 1908.

Crop Reports

Canada.

Togo, Sask.—Wheat frosted and oats are fair. Unsettled weather prevails.—E. J. Wager, agt. British Am. Eltr. Co.

Ottawa, Ont.—Fall wheat has turned out much better than expected. The weather during harvesting was ideal. Spring wheat got a poor start in the spring; it is declining in favor with farmers. Barley is described as the best cereal of the year; while oats is relatively the poorest grain crop of the season. In many sections of the Province farmers were much alarmed by observing that when the crop was heading the leaves of the plant began to turn red or rusty in appearance, and that in some instances the lower part of the heads failed to fill out. Some correspondents attribute this blight to the drought and the heat; others assert that it was caused by the wireworm or aphids; while others again hold that it was a touch of summer frost. However, the straw was not rusted, and warm rains later on helped the oat fields to recover to such a degree that a large measure of confidence was restored. The yield will be about three-fourths of that of recent years, while the grain will be light in weight in most cases, and hardly up to the mark in general quality.—Ontario Dept. of Agri.

Illinois.

Springfield, Ill.—The area devoted to oats this year is the smallest seeded for 15 years, being but 3,008,313 acres. The total yield of 89,147,230 bus. is the smallest since 1895. This shortage was due greatly to the green bugs. The area devoted to buckwheat shows a deficiency of 14 per cent compared with 1906.—W. C. Garrard, secy. Ill. State Board of Agri.

Indiana.

Fort Branch, Ind.—Will have bumper crop of corn; and we are engaging the new crop at 40c per bu. for Nov. delivery.—Agt. Melrose Milling Co.

St. Paul, Ind.—Corn is almost out of the way of frost; yield and quality good. Corn is standing up well. Acreage of wheat sown this fall will be large and mostly in corn.—J. W. Victor, with Nading Mill & Grain Co.

Salem, Ind.—Wheat crop of 1907 all threshed, and on account of the extraordinary wet season much wheat was damaged, testing from 54 to 64 lbs. About 60% of an average milling grade. Oats crop a fail-

ure. The corn crop unless injured by early frost will be above average.—Salem Milling Co.

Iowa.

Nemaha, Ia.—Oats are very light, not much movement of oats here.—A. L. Holldren, agt. Nemaha Grain Co.

Shipley, Ia.—A good share of our corn is safe from frost. Will all be safe by Oct. 1. A thin stand but with good weather will be an average crop. Oats here were very light. Yield poor but color good. Farmers are doing some plowing, but the ground is dry and hard.—B. L. Nutting, agt. Western Elevator Co.

Sexton, Ia.—The oats yield and weight of the grain is quite light here this year; average about 25 bus. per acre; test about 28 lbs. per bus. Very little wheat, barley or flax sown. The corn is looking good except on the low ground; with another week of good weather it will be reasonably sound.—W. F. Lehman, agt. the Hunting Eltr. Co.

Iowa had last year in barley an acreage of 426,609; this year's acreage is 10% less, the average yield is 26½ bus. per acre, which would make the total yield 10,174,648, against 12,000,000 bus. of last year. The crop is inferior to last year's crop, not only in yield but also in color and quality. The average test weight in the state is 42 pounds to the bushel.—Julian Kune.

Des Moines, Ia.—The total crop compared with last year is estimated at 78% for corn, 65% for oats, 88% for rye and 92% for barley. In bus. the yields in Iowa this year are estimated at 1,408,000 for winter wheat, 4,656,000 for spring wheat, 281,163,000 for corn, 90,235,000 for oats, 964,000 for rye, 13,725,000 for barley and 174,000 bus. for flaxseed.—Geo. A. Wells, Secy. Iowa Grain Dealers Ass'n.

Kansas.

Osage City, Kan.—Corn crop will be only ½ a normal yield thru here. Wheat and hay crops have been very good.—F. B. Bonebrake, pres., the Osage City Grain & Eltr. Co.

Brewster, Kan.—The crop here is very poor and about 1/3 in now; quite a few farmers are holding some of their crop for higher prices, and some have not threshed yet; yield very poor. Fall plowing and seeding has ceased on account of dry weather.—J. P. Horney.

Brookville, Kan.—Quality of wheat very good; an average yield in this territory about 20 bus. to the acre. Seeding has commenced, the ground is very dry. Acreage will be large this fall. Corn is very spotted; there will have to be corn shipped in.—W. F. Hinerman.



The Greatest Race of the Season.—Sioux City Journal.

Kentucky.

Frankfort, Ky.—Notwithstanding a very late and unfavorable spring, under favorable weather during the month of August, crops are maturing rapidly, and while they are late, unless we have early frosts, the prospects are excellent for a good crop of corn and tobacco. Threshing of all grain is about completed. The yield of wheat was small, averaging ten bushels to the acre for the State, the quality being good. The prospect for a crop of corn is 88 per cent and the condition of this crop is 91 per cent. Fall plowing has progressed nicely in most sections, and the indications are that the usual average of wheat will be sown.—Hubert Vreeland, Commissioner of Agri.

Maryland.

Fort Deposit, Md.—Corn very good, but backward and green, in danger of early frost. Oats crop below average and light in weight. Hay fairly good and well harvested.—John M. Campbell & Co.

Minnesota.

Gilfillan, Minn.—Barley is fair crop but light. Oats are unusually light.—K. Brubacker, Mgr. Davidson Eltr. Co.

Redwood Falls, Minn.—Crops are poor. Just about $\frac{1}{2}$ crop. Quality of wheat poor and average not over 9 bu. per acre.—A. W. Ziemen, mgr. Western Eltr. Co.

Evan, Minn.—Wheat will average about 8 to 10 bu. per acre. We will have about $\frac{1}{2}$ crop all around.—A. Kuster, mgr. Eagle Roller Mill Co.

Marshall, Minn.—Barley is averaging about 20 bu. per acre. Oats about 25 bu. per acre. Wheat from 4 to 5 bu. per acre.—W. W. Simons, agt. Marshall Milling Co.

Clarkfield, Minn.—Wheat averaging from 6 to 8 bus.; barley about 20 bus.; oats from 18 to 20 bus.; flaxseed about 12 bus. per acre.—J. G. Groehner, mgr. Pacific Elevator Co.

Evan, Minn.—Wheat is of fair quality and will average about 8 bu. per acre. Oats possibly 30 bu. per acre. Flaxseed 10 bu. per acre.—W. P. Hoy, mgr. Sleepy Eye Mfg. Co.

Pipestone, Minn.—Oats are very light and average from 15 to 25 bus. per acre, barley averages from 12 to 20 bus., wheat about 10 bus.—C. A. Morey, mgr. Northwestern Elevator Co.

Clarkfield, Minn.—Crops very light; wheat averaging about 7 bus. per acre; oats not over 20 bus. Barley is of fair quality, but

yield is light.—Julius Hanson, mgr. Security Elevator Co.

New Ulm, Minn.—Wheat will average from 10 to 11 bus. per acre; oats about 25 bus. per acre. Brown county this year will not raise a bu. of oats to sell.—M. A. Bingham, supt. Bingham Bros.

Redwood Falls, Minn.—Crops are fair, reasonably good. Acreage is short but prices are very good, so farmers are realizing as much as they would vice versa.—C. K. Odekirk, mgr. Bingham Bros.

Ruthhton, Minn.—Oats are averaging about 25 bus. per acre; barley about 20 bus.; wheat about 12 bus. Flax is good and making about 12 bus. per acre.—J. M. Denison, mgr. Northwestern Elevator Co.

Marshall, Minn.—Oats are averaging about 20 bus. per acre, wheat about 7 bus., barley about 20 bus., and is a good crop. Oats are testing from 18 to 20 lbs.—E. C. Loomis, mgr. Northwestern Eltr. Co.

Arlie, Minn.—Oats very light and averaging about 25 bus., barley about 22 bus. per acre. Only one bunch of blue stem wheat in, and that went 7 bus. per acre.—H. Lambie, mgr. Arlie Elevator Co.

Ruthhton, Minn.—Oats averaging about 25 bus. per acre and are very light. Barley from 18 to 19 bus.; wheat about 12 bus.; flaxseed from 11 to 12 bus. per acre.—P. A. Nelson, mgr. Interstate Grain Co.

Clarkfield, Minn.—Crops are light. Oats about 55% of a crop. Wheat will not average over 7 bus. per acre. Don't think there is much tributary to this market that will average over 10 bus. per acre.—J. E. Johnson, mgr. Great Western Eltr. Co.

Hanley Falls, Minn.—Crops are not very good. Wheat averages from 10 to 12 bus.; oats about 20 bus. per acre. Barley is the best crop we have here and averages from 25 to 30 bus. per acre.—A. M. Arneson, mgr. Willmar Mig. Co.

Pipestone, Minn.—All crops light in bus. and light in weight. Oats average about 20 bus. per acre, barley about 20 bus. Blue stem wheat very scarce. Durum wheat averages from 12 to 18 bus.—C. W. Riley, mgr. Farmers Co.-op. Co.

Hatfield, Minn.—All crops lightest we had for 10 years. Oats about 20 bus. per acre. Barley 15 to 20 bus. per acre. Just a little wheat raised here and that makes about 10 to 12 bus. per acre.—J. F. Delaney, mgr. Farmers Elevator Ass'n.

Hatfield, Minn.—Oats are light and aver-

age about 20 bus. per acre, barley from 15 to 20 bus. Wheat very little raised but what we have averages about 10 bus. per acre; flaxseed about 10 bus. per acre.—L. Olson, mgr. J. W. Scheeler.

Arlie, Minn.—Oats are light and averaging from 25 to 30 bus. per acre, barley about 20 bus. Flaxseed is of good quality and making from 8 to 18 bus. per acre. Wheat only 15% of a crop and mostly durum.—E. P. Allison, mgr. W. W. Cargill Co.

Ruthhton, Minn.—Oats are averaging about 25 bus. per acre; barley about 25 bus.; spring wheat about 8 bus. Durum wheat about 12 bus. Flaxseed is of fair quality and making from 12 to 14 bus. per acre.—G. R. Stevens, mgr. Farmers Elevator Co.

Lynd, Minn.—Crops are light, oats averaging about 20 bus. per acre. Wheat in this township, figuring all land seeded, does not average more than 2 bus. per acre. Flax is fine, but have small acreage.—Lee Alexander, mgr. Northwestern Elevator Co.

North Redwood, Minn.—Crops are fair. Wheat averaging from 10 to 12 bus. per acre. Oats from 25 to 30 bus. per acre. Flax 15 bus. Barley is the best crop we ever had, still we will not have over 5,000 bus. to market.—A. G. Treadwell, mgr. Pacific Eltr. Co.

Hanley Falls, Minn.—Crops about same as last year. Wheat averages from 10 to 11 bus. per acre. Oats very light and averages from 25 to 30 bus. per acre. Barley is fair crop and averaging about 30 bus. per acre.—C. F. Magnuson, mgr. Northwestern Elevator Co.

French, Minn.—Rain for the last 10 days (Sept. 21) has stopped threshing; if weather keeps fair farmers will commence threshing again Monday. Grain was coming in fine shape before the rains, wheat grading higher than last year, but the oats are about the same.—H. L. McDougall, agt. the Amenia Eltr. Co.

Echo, Minn.—Crops are falling short all around. Seems to me there is some kind of a sickness in the wheat, for it would not mature at all. Late wheat is averaging from 7 to 12 bus. per acre and blue stem about 8 bus. per acre. Oats average about 30 bus. per acre, and barley 25 bus. per acre.—H. O. Houmme, mgr. Security Eltr. Co.

Morgan, Minn.—Crops are poor. Lightest

Suspension Bridge at Cincinnati, O., Place of National Ass'n Meeting.



Oldest Suspension Bridge, Built 1867, at a Cost of \$1,800,000.

crop we had since grasshoppers were here. A lot of wheat was drowned out and never harvested. Figuring all land seeded, wheat will not average more than 4 to 5 bus. per acre. Oats light. If we have 2 weeks good weather we'll get some good corn, about $\frac{1}{2}$ crop.—H. G. Eaton, mgr. Sleepy Eye Migr. Co.

Last year's acreage in Minnesota was 99,321 of barley; this year's acreage shows a decrease of 12%. The average yield of 22 bus. would make the total yield in the state 19,346 866, as against 26,981,667 bus. last year. Not more than 25% of the crop consists of bright colored barley, nor is the quality as good as it was last year.—J. Kuné.

Clarkfield, Minn.—Four to five years ago conditions here were very satisfactory and there was plenty of grain to go around. Each firm then marketed from 115,000 to 125,000 bus. of grain; but now, with smaller crops, there is a lot of dissatisfaction. All the buyers are fighting for the grain that comes in and are occasionally overbidding each other. Prices are not kept down the way they should be.

Pipestone, Minn.—We will only have one-half as much grain to handle this year as last year. At the start I placed no confidence in the poor crop reports and I firmly believed we would handle just as much grain. If the corn crop ripens we will not even have 60% of a crop. Some stations in So. Dak. have not even $\frac{1}{2}$ a crop and there are only a few sections that I could call O. K.—Dan Harrington, of Harrington Grain Co.

Missouri.

Columbia, Mo.—Average yields are, wheat, 14 bus.; oats, 21; rye, 14; barley, 26; flaxseed, 7.5. Compared with last year the acreage for the next crop of wheat is 95%, and the percentage of land plowed on Sept. 1, 41. In the southwest quarter of the state, including a district from Vernon and St. Clair counties south and as far east as Carter and Ripley counties, the corn has been severely damaged by the drought. Some neighborhoods will not produce more than 50 per cent of a crop. In all other parts of the state, the crop promises a full average and in many counties above an average. Most of the corn is late and will require about four weeks to ripen. If a killing frost does not come before the average season (Oct. 14) the entire crop will have sufficient time to fully ripen. Throughout the northern section of the state, corn promises more than an average yield, and as the greatest corn producing section is in northwest Missouri, this will considerably overbalance the damage in southwest Missouri. The condition of corn in the state was 83 on Sept. 1. Wheat has been considerably damaged by wet weather. Threshing has been almost completed, and the estimated yield remains practically the same in the northern and central sections as given in our July report, with a slightly decreased yield in the southwest and southeast sections.—Geo. E. Ellis, Secy. Missouri State Board of Agriculture.

Nebraska.

Jackson, Neb.—Spring wheat 10 to 15 bus. to the acre and light weight; winter wheat 20 bus. and good quality. Oats 12% bus. to the acre and light weight. Rye 12% bus. and good quality. Barley 30 bus. and good quality. Corn full average but not up to '06; crop about made, will be very little soft corn. Old corn, oats and wheat moving out of country fast; at present rate will be marketed by Jan. 1, on account of high prices. New corn will commence to move by Nov. 1 at the latest.—A. C. Carroll.

North Dakota.

Flaxton, N. D.—Threshing started Sept. 19, but grain is not in shape to ship.—C. E. Miller, agrt. Farmers Elevator Co.

Dresden, N. D.—The frost has done some damage to the wheat crop and will likely hurt the grade some.—Joe Getchen, agrt. the Federal Eltr. Co.

Durbin, N. D.—Grain most all threshed, but has been very rainy for wheat, so

it is left in bad shape; average 13 bus. to the acre.—Peter O'Tool, agrt. the Imperial Eltr. Co.

The yield in North Dakota has been reduced from 19,326.244 to 15,326.000 bus. Of barley the test weight is reported as being from 46 to 50 pounds to the bushel.—Juhan Kuné.

Ohio.

Urbana, O.—Seeding is progressing nicely and corn crop will be excellent; almost out of danger of frost; cutting having commenced.—W. B. Woodward & Son.

Oklahoma.

Ponca City, Okla.—Corn in this locality will not make half a crop on account of the dry weather.—W. E. Lenix.

Pennsylvania.

Scottdale, Pa.—If frost stays off until Oct. 1, we will have a fair crop of corn; oats and wheat have been a disappointment to our farmers, both in the yield and quality.—F. V. Perry, of F. V. Perry & Co.

South Dakota.

Flandreau, S. D.—Oats are light and averaging from 16 to 20 bus. Barley about 20 bus.—Fred Nugent, mgr. W. W. Cargill Co.

Junius, S. D.—Oats light, average about 20 bus. per acre. Barley averages about 22 bus.—E. C. Morrell, mgr. Farmers Elevator Co.

Winfred, S. D.—Oats rather light and averaging about 20 bus. per acre; barley from 18 to 20 bus.—Richard Hall, mgr. J. G. Ostroot & Bro.

Artesian, S. D.—Oats are light and average from 25 to 30 bus. per acre; wheat averages from 8 to 10 bus.; barley about 20 bus.—F. N. Theisen.

Madison, S. D.—Oats very light, averaging about 20 bus. per acre; barley of fair quality and making about 20 bus.—R. L. Briggs, mgr. Ripep Grain & Milling Co.

Sisseton, S. D.—Grain is moving very slow on account of the yield being 20% less than was expected. The quality of grain is fair.—F. Wendt, agrt. Miller Eltr. Co.

Aberdeen, S. D.—Wheat is good and averaging about 12 bus. per acre. Barley is good and making from 20 to 25 bus. No oats or corn to ship this year.—E. G. Anderson.

Wentworth, S. D.—Oats are light and average about 20 bus. per acre; barley test about 44 lbs. and averages about 20 bus. per acre.—M. S. Reaney, mgr. Jones & Metcalfe.

Alpena, S. D.—Quality of all grain is good; wheat making about 12 bus. per acre. Oats test about 32 lbs. and average 25 bus. per acre.—S. H. May, mgr. So. Dakota Grain Co.

Wolsey, S. D.—Oats rather light and average from 25 to 35 bus. per acre; wheat about 16 to 17 bus. Quality of all grain is fair.—J. W. Montgomery, agrt. Schaeffer Bros. & Co.

Wentworth, S. D.—Barley is averaging from 18 to 20 bus. per acre; oats very light and are making from 18 to 20 bus.; wheat about 8 bus.—The Abraham & Schultz Co.

Flandreau, S. D.—Oats are light and average about 23 bus. per acre; barley of poor quality and is not making over 19 bus. per acre; wheat about 10 bus. per acre.—Frank J. Mead.

Ashton, S. D.—Wheat averages about 12 bus. per acre. Everything we shipped so far graded No. 1. Barley is good and averages about 25 bus. per acre.—Jas. Wilhelm, mgr. Ashton Elevator Co.

Bonilla, S. D.—Quality of all grain good. Barley unusually good and averages from 25 to 30 bus. per acre. Oats making about 25 bus. Wheat from 8 to 10 bus.—Jas. O'Brien, mgr. L. W. Cooper.

Roswell, S. D.—Oats are averaging about 25 bus. per acre and test 26 lbs. Barley tests about 45 lbs. and is making about 25 bus. per acre; wheat from 12 to 14 bus.; flaxseed about 6 bus.—F. B. Reese.

Fedora, S. D.—Crops not very good. Quality fair but yield small. Wheat is making from 9 to 21 bus. per acre; barley from 20 to 40 bus.; oats from 25 to 40 bus.—E. W. Jones, mgr. Farmers Eltr. Co.

Ashton, S. D.—Quality of wheat pretty good and where it wasn't struck by hail it averages about 8 bus. per acre. Barley is making about 25 bus. per acre.—C. H. McClosen, mgr. Crown Elevator Co.

Virgil, S. D.—Quality of all grain fairly good. Wheat is averaging about 10 bus. per acre; oats rather light and making about 20 bus.; barley runs from 18 to 20 bus.—W. Rickord, mgr. J. F. Anderson.

Madison, S. D.—We will not have much over one-half a crop. Oats are light and averaging from 18 to 20 bus. per acre; barley from 12 to 15 bus.; wheat from 8 to 10 bus.—A. E. Gates, mgr. W. W. Cargill Co.

Wentworth, S. D.—Crops are all light so far as yield is concerned, quality is fair. Oats average from 20 to 30 bus. per acre; barley averages about 20 bus.; wheat about 10 bus.; flax seed about 12 bus.—Smith & Bond.

Aberdeen, S. D.—Wheat pretty fair, averaging from 9 to 12 bus. per acre. Barley good and making about 25 bus. Oats light and making from 25 to 30 bus. per acre.—J. M. Cheatham, mgr. Pacific Elevator Co.

Redfield, S. D.—All grain fairly good; wheat averaging about 15 bus. per acre. Barley not over 30 bus. per acre. Oats about 40 bus. per acre. Flax about 10 bus. per acre.—H. H. Volmer, mgr. Crown Elevator Co.

Madison, S. D.—We will have about one-half a crop of all grain; oats are averaging about 20 bus. per acre; barley about 18 bus. Quality of wheat is fair and making about 12 bus. per acre.—J. J. Theophilus, mgr. W. L. Thompson.

Woonsocket, S. D.—Have about 2-3 of a crop. Wheat making about 8 bus. per acre; oats around 30 bus. Barley is fair and making from 18 to 20 bus. per acre; flax about 15 bus.—W. P. Brown, mgr. South Dakota Grain Co.

Flandreau, S. D.—About $\frac{1}{2}$ a crop of everything. Oats averaging from 15 to 30 bus. per acre the latter figure is the very best; barley from 18 to 20 bus. We raise little wheat. Durum wheat averages about 15 bus. per acre.—L. F. C.

Woonsocket, S. D.—We have about 2/3 of a crop. Flax is good and making from 10 to 15 bus. per acre; oats from 20 to 25 bus.; barley is fair and averaging from 20 to 25 bus. Wheat mostly grades No. 2 and making about 10 bus. per acre.—A. N. Carlisle.

Bonilla, S. D.—About 2/3 of a crop; wheat averaging about 8 bus. per acre. Barley is of good quality and making about 20 bus. per acre. Oats are of good quality and are making from 25 to 35 bus. per acre.—H. J. Scott, mgr. Seibert Bros. & Craig.

Ashton, S. D.—Quality of wheat is good and averages about 11 bus. per acre. A good part of the grain raised in this vicinity was destroyed by hail. Quality of barley is good and is making about 25 bus. per acre.—E. E. Johnston, mgr. Columbia Elevator Co.

Howard, S. D.—All our grain is of very good quality; oats are averaging about 20 bus. per acre; barley about 18 bus.; wheat about 8 bus. A barley buyer here predicts that all barley in this vicinity will be in inside of 60 days.—J. E. Shea, mgr. Farmers Eltr. Co.

Mellette, S. D.—Everything north and east of us that's tributary to this town was destroyed by hail which cut off more than $\frac{1}{2}$ of the grain that generally comes to us. What wheat we get is good and average about 10 bus. per acre.—C. M. Howe & Son.

Woonsocket, S. D.—Crops pretty light; oats averaging from 25 to 30 bus. per acre; barley from 20 to 35 bus. Wheat poor in quality and making from 8 to 10 bus. per acre. Last year one-third of grain received

consisted of corn.—W. E. Brewster, mgr. Akron Grain Co.

Redfield, S. D.—Wheat is of poor quality averaging about 10 bus. per acre. Barley runs from 28 to 38 and is of fine quality. Oats are fair and are making from 35 to 50 bus. Flax will not be crop looked for. Late seeding of flax may be killed by frost. Corn about $\frac{1}{2}$ a crop.—F. O. Schalke, mgr. G. W. Van Dusen & Co.

Artesian, S. D.—We will have about 65% of a crop; oats are light but better than south of us, test 25 to 26 lbs. and average about 20 bus. per acre. Barley of good quality and making from 18 to 20 bus. per acre; wheat of fair quality and averaging over 10 bus. We will have a pretty good corn crop.—F. W. Koneman, mgr. W. Z. Sharp.

South Dakota may be considered this year the single saving grace of a disastrous crop of barley. The acreage is about the same as last year, viz., 332,880 acres; the average yield, although not as good as last year's is about 25 bushels to the acre, making the total yield in the state 8,302,880 bus. against 10,626,560 bus. The color as well as the quality is good, much better than any of its neighboring states can boast of.—J. Kuné.

Howard, S. D.—Every car I shipped into Milwaukee to date this year fetched the highest price and graded the best. We have all good grain here. Last year the firms marketed about 500,000 bus. of grain. We will not have as large a yield as last year but at that we have a good fair crop and quality is of the finest. Oats are averaging about 25 bus. per acre; wheat about 10 bus.; barley about 25 bus.—W. C. Boorman.

Aberdeen, S. D.—Oats are light and do not average over 25 bus. per acre. Wheat nearly all No. 1 and is making from 8 to 12 bus. per acre. Barley from 15 to 20 bus., and is good and bright. West, southwest and southeast of us a large strip of land was halled out which cuts our receipts down somewhat. Hard wheat in these parts is on the decline, durum wheat and coarse grain is taking its place.—C. R. Kimball, mgr. Eagle Roller Mill Co.

Wisconsin.

Strum, Wis.—Oats are very poor; also barley. Corn, rye and wheat are good.—O. J. Amundson.

For the first time in a good many years Wisconsin has a very inferior crop of barley; there was no perceptible change in acreage sown, but the average yield being about 23 bushels to the acre its total yield is reduced to 11,340,449 bushels, as against last year's crop of 14,791,890 bushels.—J. Kuné.

Oats Condition In Leading States.

The condition of oats when harvested, in each of the 13 principal oat states, as reported by the Dept. of Agric., is shown in the following table:

	At Harvest		At Harvest		At Harvest	
	1907.	1907.	1906.	1906.	1905.	1905.
Iowa	65	80	88	94	94	82
Illinois	62	76	72	89	82	
Wisconsin	61	73	92	95	89	
Nebraska	62	80	79	86	79	
Minnesota	74	81	87	95	87	
Indiana	52	70	69	96	86	
Ohio	60	74	75	87	88	
Michigan	60	72	76	92	87	
South Dakota	77	83	95	98	88	
North Dakota	75	75	91	96	83	
New York	81	83	88	93	88	
Pennsylvania	84	86	78	92	83	
Kansas	36	39	60	76	69	
U. S.	65.5	75.6	81.9	90.3	82.6	

Farmers in the Northwest are elated over the high price of barley, and are selling every bushel they can spare. Throughout Southern Minnesota next year much barley will be grown. Some farmers who raised wheat this year will not raise a bushel of wheat next year, sowing barley instead.

10,000 Bu. Elevator at Osage City, Kan.

The Osage City Grain & Elevator Co., of Osage City, Kan., was formed and incorporated in April, 1903, under the laws of the state of Kansas. It purchased the elevator of M. W. Cardwell just completed at that time with a storage capacity of 6,000 bus. In November of the same year it bot the elevator at Harveyville, Kan., owned by A. E. Kopp & Co., having a capacity of 6,000 bus.

After having a prosperous business, in the fall of 1905 the company made extensive improvements in the way of conveniences and new machinery. On the 17th day of November, after a big day's run of new corn, it suffered an entire loss of the elevator at Osage City by fire with only partial insurance.

In the spring of 1906 F. B. Bonebrake purchased the interest of M. W. Cardwell in the business and built the present elevator at Osage City.

It is a wood elevator, metal roof constructed according to plans drawn by R. C. Stone and built by Leighty Bros. The machinery consists of a U. S. Sheller, Cornwall Corn Cleaner, Bowsher Mill, Olds 18 Horse Gasoline Engine, Howe Hopper Scale and all other machinery of the best. Its capacity is 10,000 bus. with ware-room for 5 cars of feed, which is handled wholesale and retail. Also corn crib of 5,000 bus. capacity, and hay barn holding two cars of hay. Ample arrangements for shelling corn and recleaning in transit are provided.

In the fall of 1906 the company also made extensive improvements in its Harveyville elevator and added a ware-room holding four cars of feed and elevator room for 1,000 bus. additional.

A deputation of grain exporters of Odessa, Russia, is said to have visited the governor-general to demand action against the anti-Semitic rioters, under a threat that they would leave Russia. The grain bourse was closed Sept. 3 as a protest against the outrages.

The world's crops as estimated by the Hungarian Minister of Agriculture are, in millions of bus.: Wheat, 3,160; rye, 1,498; corn, 3,436; oats, 3,990, and barley, 1,456; against 3,440 of wheat, 1,454 of rye, 3,916 of corn, 3,670 of oats and 1,432,000 bus. of barley last year.

Railroads Opposed to Liability Clause of Uniform B/L.

A railroad criticism of the proposed uniform B/L is presented in a circular sent out by R. C. Richards, pres. of the Freight Claim Ass'n and general claim agent of the C. & N-W. Ry., calling attention to the hearing by the Interstate Commerce Commission on the uniform B/L on Oct. 15. Mr. Richards objects to the following clause:

"For loss, damage or delay caused by fire occurring after 48 hours (exclusive of legal holidays) after notice of the arrival of the property at destination or port of export (if intended for export) has been duly sent or given, the carrier's liability shall be that of warehousemen only, except in case of negligence of carrier or party in possession. (And the burden to prove freedom from such negligence shall be on carrier or party in possession.)"

Mr. Richards says: "I understand that in none of the states is the burden of proof now on the carrier to show itself free from negligence where claim is made for loss or damage to property held by it as a warehouseman; on the contrary, the burden is now on the owner to show that the property was damaged by the negligence of the carrier. If the clause referred to in the proposed bill of lading is agreed to by the carrier and printed in the bill, the burden of proof would be changed and the carrier would in all probability, in view of the well-known tendencies of juries, be made liable as an insurer until the property was actually delivered to the consignee, even tho the loss or damage was brot about by the violence of mobs or strikers and without any negligence on the part of the carrier, which was compelled to hold the goods."

Should shipper, who has not possession, be responsible?

Officials concede that trade of the Corn Products Co. has fallen off more than usual for the dull season. Enforcement of pure food laws is chiefly responsible for the shrinkage. Pure glucose is perfectly wholesome, but the national and many state laws require the ingredients to be printed on the label and the consumer of cane and maple syrup refuses to buy a package on which appears the word glucose.



New Elevator at Osage City, Kan.

The GRAIN DEALERS JOURNAL.

Will Attend the Cincinnati Meeting.

Among those who have already expressed their intention of going to the eleventh annual meeting of the Grain Dealers National Ass'n in Cincinnati, O. Oct. 2-3, are the following:

ALABAMA—W. A. Davis, Montgomery; Mr. and Mrs. R. R. Kornegay.

ILLINOIS—Mr. and Mrs. E. M. Wayne, Delavan; Mr. and Mrs. Edwin Beggs, Ashland; J. C. Collins, Garrett; Mr. and Mrs. S. W. Strong, Pontiac; H. I. Baldwin, Decatur; A. G. Tyng, Peoria; H. N. Knight, Monticello; R. C. Baldwin, Bloomington; L. T. Hutchins, Sheldon; E. H. Reynolds, Sterling; Peter Van Leunen and daughter, Decatur; J. P. Woolford, Galton; T. D. Hanson, Villa Grove; J. C. Roe, Hayes; Kleiss & Gilles, Condon & Riemke, Pesotum; John Sipp, Bourbon; E. Cockrell, Jerseyville; Gordon Hannah, Kankakee; A. R. Mitchell, Ashmore; Chas. C. Miles, Peoria; D. L. Moberly, Windsor.

CHICAGO—La Verne A. Lewellyn, J. T. Caldwell, Oscar C. White, F. D. Austin, F. A. Paddleford, Edw. Andrew, Mr. and Mrs. A. R. Sawers, H. A. Foss, A. E. Schuyler, A. Gerstenberg, H. H. Newell, W. P. Anderson, Fred Friedline, J. A. Schmitz, Henry Stanberry, A. E. Wood, Mr. and Mrs. R. F. Cummings, W. Scott Cowen, S. H. Smith, Gordon Hannah, W. N. Eckhardt, W. Chas. Nichols, Geo. F. Stone, W. H. Kaiser.

NEW ORLEANS—A. F. Leonhardt.

BALTIMORE—Charles England, Chas. MacDonald, J. B. Wm. Hax, J. A. Manger, Wm. Rogers, H. E. Elgert, Thos. Johnston, Thos. Clark, Jos. H. Warren, P. W. Pitt, Chas. A. Euler, John W. Snyder, W. Leroy Snyder, John M. Dennis, J. Frank Ryley, Eugene Blackford, Jas. T. Clendenin, J. A. Hax, L. J. Lederer.

BOSTON—Walter E. Smith, Geo. F. Reed.

MICHIGAN—Mr. and Mrs. W. E. Shelden, Jackson; David Smith, Lake Odessa; W. J. Thomas, Schoolcraft.

ST. LOUIS—James A. Conner, Geo. L. Graham, T. B. Morton.

NEBRASKA—Mr. and Mrs. L. L. Coryell, Auburn.

NEW YORK—Otto Keusch, L. A. Morey, W. F. Rubins, James Simpson, Edward Beatty, Leonard Gibson.

BUFFALO—M. Purcell.

OHIO—C. B. Jenkins, Marion; J. W. McCord, Columbus; E. J. Norton, Greenfield; Chas. E. Groce, Circleville; J. S. Dewey, Blanchester; E. W. Seeds, Columbus; J. L. Doering, Antwerp; T. B. Marshall, Sidney; J. W. Burk, Springfield; C. N. Adlard, Piqua; C. O. Barthouse, Agosta; A. B. Beverstock, Lexington; C. B. Herr, Troy; G. W. Lamb, Hooker; M. F. Crissman, Manchester; J. W. Simmons, Pemberton; E. T. Bailey, H. M. Strauss, Cleveland; S. L. Rice, Metamora; P. H. Hartha and daughter, Mr. and Mrs. H. A. Grimes, Adam Frick, Portsmouth; Harry W. Kress, Piqua; H. G. Dehring, Curtice; Harvey S. Heffner, Circleville; J. W. Channell, Melvin; Grant McMoran, St. Paris; C. E. Lloyd, Washington Court House.

TOLEDO—Mr. and Mrs. Fred Mayer, F. W. Rundell, E. H. Culver, W. W. Cummings, Harry Cuddeback, F. I. King, H. R. DeVore, H. L. Goemann,

Chas. Knox, Jr., C. S. Coup, F. O. Padock.

OKLAHOMA CITY—Buran House.

PHILADELPHIA—Edmund E. Delp, E. L. Rogers, W. J. Duffy, S. F. Scattergood, C. H. Squier, E. H. Price, James L. King.

PITTSBURG—Philip Geidel, R. A. Sheets, H. G. Morgan, J. A. A. Geidel, Edward May, R. S. Martin, C. A. Foster.

INDIANA—A. E. Reynolds, Crawfordsville; Tom Morrisson, O. J. Thompson, Kokomo; C. G. Egly, Berne; E. M. Wasmuth, Roanoke; J. D. Sale, Geo. L. Arnold; Bluffton; P. E. Goodrich, Winchester; Jeff Ray, Rockport; J. J. Overmeyer, Kouts; Abe Martin, Sharpsville; Edw. H. Young, Evansville; J. L. Schalk, Anderson; G. H. Lewis, Lawrenceburg; R. Hutchinson, E. Hutchinson, Arlington; C. B. Riley, Rushville; John A. Rice, Frankfort; B. R. McElwain, Lawrenceburg; Hugh Murray, Goodland; M. L. Conley, Frankfort; E. K. Sowash, Middletown; E. A. Feight, Frankton; Fred B. Fox, G. G. Davis, J. C. Batchelor, Lipton; J. F. Johnson, Logansport; Wm. Nading, F. W. Kennedy, P. Hunter, Jr., Shelbyville; F. G. Barnard, Lachiel; E. E. Elliott, A. F. Files, Muncie; Aaron Gardner, Cottage Grove; W. F. Cook, La Crosse; W. A. Vayhinger, Osgood; Maurice Neizer, Monroeville; Robert Bell, Lafayette.

INDIANAPOLIS—C. A. McCotter, Mr. and Mrs. B. A. Boyd, Mr. and Mrs. J. M. Brafford, Wm. B. Wells, J. T. Gehring.

IOWA—B. A. Lockwood, Des Moines; M. E. DeWolf, Spencer; D. Rothschild, Davenport.

GEORGIA—Joseph Gregg, Jr., Atlanta; Dan Joseph, Columbus.

KANSAS—W. S. Washer, Atchison; E. F. Madden, Hays.

KENTUCKY—W. B. Talbert, Lexington; J. R. Shaw, Jett.

NASHVILLE—G. M. Logan, Jay Youngblood, Chas. Rouzer.

TEXAS—Allen Early, Amarilla.

VIRGINIA—W. S. Upshur, Newport News.

WISCONSIN—P. C. Kamm, Milwaukee.

Chicago: F. O. Baldwin.

Indiana: Warren T. McCray, Kentland.

Kentucky: A. Brandeis, Louisville.

Michigan: Mr. Wellman, Grand Rapids; J. M. Coup, Saginaw.

Ohio: L. U. Shanely, Pemberton; A. D. Dull, Willshire; Myron A. Silver, West Jefferson; Charles T. Pierce, Van Wert; I. M. Petersime, Wm. Toman, Gettsburg.

Baltimore: D. Y. Hayett.
New York: L. W. Forbell.

Convention Notes.

The Louisville Board of Trade will send a large delegation—not yet named.

Will you be there? Do you wish trade methods improved? Are you satisfied to sacrifice your capital to primeval practices?

We know that many others will be there; in fact have heard so indirectly, and all of those who will attend sincerely hope to have the pleasure of seeing YOU there.

Remember! The Grain Dealers Special will leave Chicago over the Big Four Tuesday, Oct. 1, at 2:30 p. m., and arrive in Cincinnati the same evening. Reserve passage NOW.

Tickets from points west of Chicago or to points beyond Cincinnati will be honored on the Grain Dealers Special if routed over the Big Four. Stopover will be allowed at Cincinnati on Jamestown Exposition tickets.

President Austin of the National Hay Ass'n has appointed the following delegates to represent that organization at the annual meeting of the Grain Dealers Nat'l Ass'n: W. H. Robinson, Green Spring, O.; H. H. Driggs, Toledo, O.; C. E. Nichols, Lowell, Ind.; F. D. Voris, Neoga, Ill.; C. E. Noyes, Saginaw, Mich.; J. F. Costello, Cincinnati.

New York Produce Exchange has delegated James E. Simpson, Edward Beatty and Willis F. Rubins to represent it at the annual meeting of the National Ass'n. About fifteen others have expressed their intention to be there.

Hotel Sinton, Cincinnati.



Grain Dealers Special from Chicago.

The Grain Dealers Special, which has been provided by the Big Four for the convenience of those who will go from or via Chicago to the annual meeting of the Grain Dealers National Ass'n in Cincinnati, Oct. 2 and 3, will leave Chicago Tuesday, Oct. 1, at 2:30 p. m. and arrive in Cincinnati the same evening.

All those going from the Northwest, Chicago, Illinois or Indiana, shud add to the pleasure of the trip by joining this train at the most convenient point.

Arrange for your accommodation now by addressing I. P. Spining, 238 Clark St., Chicago, Ill., NOW.

Chicago's Delegation.

President Sager of the Chicago Board of Trade has appointed the following delegation to attend the annual meeting of the Grain Dealers National Ass'n at Cincinnati, Oct. 2 and 3: A. Gerstenberg, Edward Andrew, Frank M. Bunch, James C. Rogers, F. D. Austin, A. R. Sawers, F. A. Paddleford, W. P. Anderson, Geo. F. Stone, E. S. Rosenbaum, Wm. N. Eckhardt, Frank E. Winans.

Ohio Will Be Well Represented.

Second Vice-President Fred Mayer, who until recently was president of the Ohio Grain Dealers Ass'n, is flooding the state with letters arousing grain dealers to a realization of the benefits to be derived by attending the annual meeting of the National Ass'n, hence that Buckeye state will surely be well represented.

Entertainment for Visitors.

Grain Dealers Journal: The following entertainment for delegates to the Grain Dealers Convention has been decided upon. At past conventions it has always been noticeable that possibly 50% of the delegates leave during the afternoon and evening. As this meeting is only for two days, we thot best to give the entertainment the first day.

It has been arranged for the ladies to go to the Zoological Garden in special cars early in the afternoon and the delegates to follow them as soon as the meeting has adjourned. At the Zoo Club House there will be served a rather elaborate luncheon in the nature of a smoker. There will also be music and other entertainment.

In addition to the above, we have arranged for the ladies to attend a matinee on Oct. 3d.

As soon as I learn of something more definite will advise you. Yours respectfully, C. E. Van Leunen, Sec'y, Cincinnati, O.

The Philadelphia Commercial Exchange will send an official delegation of five.

McLeod Bros., of Bloomington, Ill., will have a full-sized Automatic Scale on exhibition at Hotel Sinton, Cincinnati, during the Grain Dealers' Meeting, Oct. 2-3, in charge of J. H. Brown.

D. E. Williams, Jr., and Mr. Soule of the Southern Ry. will attend the Cincinnati convention. The Southeastern agents of the Southern are striving to interest the grain dealers of that section in the meeting.

To the Members of the Grain Dealers National Association, and the Grain Trade Generally:

Official notice has heretofore been given that the Grain Dealers National Ass'n will hold its Eleventh Annual Meeting at Cincinnati, Ohio, October 2nd and 3rd, 1907, and that the Hotel Sinton has been selected as headquarters for the convention upon that occasion, and also the meeting place.

The Grain Dealers National Ass'n is the only representative organization of the entire grain trade, and through its broad general policy, has taken rank with the important national trades bodies of this country. Within its membership are prominent and reputable grain dealers from every section. The shipping, receiving and exporting interests being well represented. The power of such an organization for the advancement of the important business it represents, is so great; that it should naturally draw within its membership every grain dealer, wherever located, who feels that his business is of sufficient consequence to make it worth an effort for its further development.

The importance of the annual meetings of this Association to the grain trade generally, and the personal advantages to those who attend, has been so frequently demonstrated, that special reference to it should not be necessary here, but it is proper that you be reminded of the opportunity to assist in the advancement of the interests with which you are identified, as well as improve your own business by personal contact with the representative grain dealers of this country, and with whom you must transact your business during the coming season. The benefit of personal intercourse with all branches of the grain trade, as well as the securing of information of local or general character, direct from those best equipped to impart it reliably, should appeal to every business man as sufficient reason to take advantage of an occasion which has been arranged for no other purpose than the reasons briefly hereinstated.

The time and place of the meeting was selected after the most careful consideration, having in mind the convenience of the majority of the grain trade, and as no selection could be made absolutely convenient to every individual, it is reasonable to expect that an effort should be made by every grain dealer to meet the trade with which he is identified, even at the cost of some personal sacrifice, remembering that attendance at a strictly business meeting is not time lost from business, neither is the expense incurred an unwise investment.

While the grain dealers generally are cordially invited and earnestly solicited to attend the meeting, also to avail themselves of the business advantages incidental to a conference with the representatives of its various interests, this communication is something more than an invitation for members of this Association, as upon them especially rests the responsibility of maintaining the usefulness of the organization, and the furtherance of the general interests of the grain trade. As there is no rearrangement of the affairs of the Association whereby any member or section will have privileges not accorded all others, every member is therefore guaranteed equal consideration, and a full voice in all the proceedings. While the absence of a member will in a degree detract from the success of the meeting, the greater detriment will be to those who neglect this opportunity, and the effect will in all probability extend throughout the year, and in a manner impossible to be appreciated by those who miss a business opportunity.

At the present time there are important problems affecting the general business of this country, in which all business men have a personal interest. These will naturally come under discussion at the Cincinnati Meeting, therefore it is earnestly hoped that you will at least consider your own interests in this connection, and, in behalf of the Association which I have the honor to represent, I extend to you a most cordial invitation to be present at the Eleventh Annual Meeting of the Grain Dealers National Association, assuring you of every opportunity for the full enjoyment of all privileges associated therewith.

Yours respectfully,
CHARLES ENGLAND,
President.

Asked— Answered

Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.

ADDRESSES OF MANUFACTURERS OF LINSEED MEAL WANTED.

Grain Dealers Journal: Will readers of the Journal please give us the names of firms that handle linseed oil meal by the carload. Can we get it where it is manufactured? Which is the best, cold pressed or steam pressed meal?—Chitwood & Chittick, Riverton, Neb.

MEANING OF "C. I. F."

Grain Dealers Journal: In reply to P. K. I would say that c. i. f. means charges, insurance and freight are to be paid by shipper or seller. The payment of freight is easily understood and the insurance places on the seller the responsibility for the safe arrival of the shipment at destination. The seller's liability does not end when he has received B/L from railroad, only shipper can then look to the carrier to make good the loss if due to the carrier's neglect.—L. X.

HOW CAN SHIPPER LEARN CORRECT RATE?

Grain Dealers Journal: What is the shipper to do when station agent quotes a rate lower than the schedule rate of freight and after grain is bot on the basis of that rate and shipped a higher rate is assessed?

Is the new schedule in force at a station, if the rate making officials of the railroad fail to send a copy to the agent? If he fails to post it where shippers can inspect it, how in the world is the shipper to discover the legal rate?

Recently Joseph Ahmann of Remsen, Iowa, shipped several cars of grain to Chicago, the station agent having previously informed him that the rate was 15c per 100 lbs. When the shipment arrived at destination the I. C. R. R. Co. charged and collected 16c per 100 lbs. Careful investigation discloses the fact that the Illinois Central Railway Co. issued supplement No. 5 of I. C. R. R. Tariff No. G-2108 on June 29, 1907, and it took effect Aug. 1, 1907. This tariff advanced the rate from 15 to 16c on coarse grain from Remsen to Chicago. Mr. Ahmann continued buying grain on the basis of 15c rate until Sept. 6 and naturally was at a loss to understand how the railroad company could charge him 1c in excess of rate quoted him by station agent. If any one can point how the country grain shipper can escape the cost of the egregious blunders of the country station agents, and the shortsighted ruling of the Interstate Commerce Commission, I would like to know HOW.—F. M. M.

PROPER METHOD OF USING TESTING KETTLE.

Grain Dealers Journal: The method of filling the tester used by this department is to sink the tester down into the body of the grain and gently fill it by using both hands, scraping the grain

over the top of the tester, allowing it to drop into the tester and stroking it with the tester bar. We believe that this gives a fair test of the weight of the grain.

Shippers have raised this question repeatedly, as their tests show differently from the weight as ascertained by the inspectors, owing to the different method of filling the tester and to the inaccuracy of the testers used by shippers. The Illinois Grain Inspection Dept. has its testers carefully examined every 30 days for accuracy. Shippers rarely have their testers standardized, whereas they should be examined once or twice every year.

By dropping the grain from a distance or pressing down the contents the wheat can be made to test 58½, when our inspectors can get only 58 lbs. per bu. Pouring the grain from a bag, as practiced in the Northwest, has a tendency to make the weight heavier. Jarring the tester ever so little also will settle a few more kernels of wheat, which will amount to considerable on a draft of 1,000 bu.

When striking off the surplus grain from the top of the kettle great care should be taken not to jar the tester by bringing the bar down sharply against the top edge. The bar should be laid gently on the kettle and slid over the edge without jarring.

The advantage of our method of filling the tester is that scraping the grain over the edge is an absolutely uniform method, while pouring from a height will vary the test according to the distance poured and the manner of pouring. We prefer to have a considerable bulk of grain, down into which to press the tester.—W. S. Cowen, Chief Inspector of Grain, Chicago, Ill.

WHAT IS BEST WEEVIL EXTERMINATOR?

Grain Dealers Journal: What is the best exterminator for weevil in grain?—A. H. Bewsher, Omaha, Neb.

Ans.: Weevil in stored grain can be completely exterminated with bisulphid of carbon.

Bisulphid of carbon is a nearly colorless liquid which vaporizes like gasoline, but is heavier than gasoline vapor, and hence sinks thru a mass of grain when sprinkled on top, permeating thru to the bottom of the bin and the corners. Its suffocating vapor is sure death to all insects, rats or mice.

Bisulphid of carbon has the advantage over other deadly gases that it does not in the least injure the grain, feed or flour on which it is thrown. No traces of its use are discoverable, and the strong odor soon disappears.

The best mode of application is simply to pour the bisulphid over the top of the grain; the quantity to use depending on the tightness of the bin and the amount of grain. In any case 1 pound of the bisulphid to the ton of grain will be sufficient. After pouring on the liquid leave the bin or building closed over Sunday for the vapors to act. On Monday morning all the weevil will be dead.

The vapor of bisulphid of carbon is as explosive as the vapor of gasoline when mixed with air. Consequently no light must be brot near after the can of bisulphid had been opened, to escape a fire. Care should be taken to avoid breathing the gas, tho no ill effect will follow an inhalation. All lights and fire should be kept away until fresh air has been admitted and the fumes dissipated.

Bisulphid of carbon is sold in quantity

at less than 20 cents per lb., a very effective grade known as "Fuma" bisulphid of carbon being sold at 10 cents in cans of 50 lbs. or more.

SHOULD PARTY REROUTING GRAIN PAY INCREASE IN FREIGHT?

Grain Dealers Journal: We sold an eastern firm basis delivered Boston. It furnished special routing upon the shipment from East St. Louis. The grain was stopped at Buffalo, N. Y., and from there diverted to we know not where. We furnished the receiver quotations of rates from East St. Louis to Boston, made by the Commercial Agent of a road making thru rates and invoiced the shipment allowing in our draft for freight at this rate.

"In making account sales the receiver has charged us a higher rate and refused to make settlement in any way except at his own figures.

Our claim is that the receiver virtually took possession of this shipment at East St. Louis, and as we have furnished ample proof of the rate between East St. Louis and Boston, we are entitled to a settlement upon such basis regardless of the rate that he had to pay upon this shipment to final destination.

There was also a freight overcharge into St. Louis. This we have offered to assume if he will furnish us with the papers so that we may protect ourselves by claim for the excess. This he has not done.

Under the circumstances we claim that we are entitled to a settlement basis actual rates and weights upon this shipment. Are we correct or not? Yours truly, The Bennett Commission Co., Wichita, Kan.

B. H. Palmer, Deceased.

B. H. Palmer, one of the oldest grain men in Ohio, died at his home in Ashland, O., Aug. 22, of liver trouble. Mr. Palmer had been in failing health for the past eighteen months, having been confined to his home since June, 1907. He was born in 1830 in Cumberland county, Pa., and at the age of four emigrated with his parents by way of the stage coach to Wayne county, Ohio. Here he lived on a farm until 1849, when he began to teach school, and taught until 1862.

Mr. Palmer then entered the grain business at Wooster Summit, which busi-



B. H. Palmer, Ashland, O., Deceased.

ness he continued until 1866. At this elevator the handling of grain was all done by hard manual labor, the grain being carried up stairs to the bins on their shoulders. In 1874 he located at Shreve, O., and continued there until 1880. In 1885 he moved to Ashland, which place remained his home until his death. Mr. Palmer has interests in four other elevators in Ohio.

There are two sons living to mourn his death, Mr. W. T. Palmer, who is in the grain business at Celina, O., and Mr. J. C. Palmer, of Ashland, who will continue the business.

Uniform B/L Being Considered by I. C. Commission.

The grain shippers of the country have not been taking any interest in the work of drafting a uniform B/L, as will be clearly evident to any grain man who will read the unreasonable conditions of the bill.

The American Bankers Ass'n, which is holding its annual meeting this week, is taking an active part in amending the form drafted by the railroads, altho the bankers have no idea or care for the shippers' needs in the matter. They are looking out for the interest of the bankers. The words in black-faced type are the additions suggested by the American Bankers Ass'n.

PROPOSED UNIFORM BILL OF LADING.

Railroad Company and Connecting Lines.

Received subject to classification and tariffs in effect on the date of issue of this original bill of lading at 1907, from the property described below, in apparent good order, except as noted (contents and conditions of contents of packages unknown) marked, consigned, and destined as indicated below, which said Company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any part of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained (see conditions on back hereof) and which are agreed to by the shipper and accepted for himself and his assigns as just and reasonable. In issuing the Bill of Lading this Company, with respect to the portion of the route beyond its own line, acts only as agent and agrees to transport only over its own line.

Nothing herein contained, however, shall be construed as exempting the initial carrier from liability, if any, imposed upon it by law for loss, damage, or injury not occurring on its own line or its portion of the through route or occurring after said property has been delivered to the next carrier.

If the word "order" is written in connection with the name of the party to whose order the property is consigned, the property shall not be delivered until the original Bill of Lading, properly endorsed, has been surrendered, or, in case of a partial delivery, a statement thereof has been thereon endorsed.

When the Bill has been surrendered it shall be immediately canceled. This provision shall apply, even though the bill is marked not negotiable. Inspection will not be permitted on order bills of lading, unless permission is endorsed on the original bill of lading, or given in writing by the holder thereof, whether for value or for collection.

If the word "order" does not so appear on the Bill of Lading it is "not negotiable," and said property may be delivered without requiring such surrender.

Insert description of articles, etc.

Agent. (Print on Face of Bill of Lading.)

Sec. 1. The carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto, except as hereinafter provided.

No carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto, or delay caused by the act of God, the public enemy, quarantine, the authority of law, or the act of default of the shipper or owner, or for the differences in weights of grain, seed, or other commodities caused by natural shrinkage or discrepancies in elevator weights. For loss, damage, or delay caused by fire, occurring after forty-eight hours (exclusive of legal holidays) after notice of the arrival of the property at destination or at port of export (intended for export) has been duly sent or given, the carrier's liability shall be that of warehouseman only. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from negligence shall be on the carrier or party in possession) the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon request of the shipper, owner, or party entitled to make such request, who in the case of an order bill shall be the holder thereof; or resulting from a defect in the property or from riots or strikes. When in accordance with general custom, on account of the nature of the property, or when, at the request of the shipper, the property is transported in open cars, the carrier or party in possession (except in case of loss or damage by fire, in which case the liability shall be the same as though the property had been carried in closed cars) shall be liable only for negligence, and the burden to prove freedom from such negligence, shall be on the carrier or party in possession.

Sec. 2. No carrier shall be liable for loss, damage, or injury not occurring on its own road or its portion of the through route, nor after said property has been delivered to the next carrier, except as such liability may be imposed by law, and any carrier shall be entitled to recover from the common carrier, railroad, or transportation company, on whose line the loss, damage, or injury shall have been sustained the amount such loss, damage, or injury as it may be required to pay to the owner of such property or to the holder of this Bill of Lading, provided that it has given notice to such carrier, railroad, or transportation company at least fifteen days before the payment of such claim, but no obligation respecting such recovery is hereby assumed by, or imposed upon, the shipper, owner or consignee.

Sec. 3. No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch, unless by specific agreement endorsed thereon. Every carrier shall have the right in case of physical necessity to forward said property by any railroad or route between the point of shipment and the point of destination; but if such diversion shall be from a rail to a water route, the liability of the carrier shall be the same as though the entire carriage were by rail.

The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property (being the bona fide invoice price, if any, to the consignee, including the freight, if prepaid) at the place and time of shipment under this bill of lading, unless a lower value has been agreed upon or is determined by the classification or tariff upon which the rate is based, in either of which events such lower value shall be the maximum amount to govern such computation, whether or not such loss or damage occurs from negligence.

Claims for loss, damage, or delay must be in writing to the carrier at the point of delivery, or at the point of origin within sixty days after delivery of the property, or in case of failure to make delivery, then within sixty days after reasonable time for delivery has elapsed. Unless claims are so made the carrier shall not be liable.

Any carrier or party liable on account of loss of, or damage to, any of said property, shall have the full benefit of any insurance that may have been effected upon, or on account of, said property, so far as it is consistent with the terms of the contract or policies of insurance.

Sec. 4. All property shall be subject to necessary cooperation and bailing at owner's cost. Each carrier over whose route cotton is to be transported hereunder shall have the privilege, at its own cost, of compressing the same for greater convenience in handling or forwarding, and shall be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point

where there is a railroad or public or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of same kind without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

Sec. 5. Property not removed by the party entitled to receive it within forty-eight hours (exclusive of legal holidays) after notice of its arrival has been duly sent or given, may be kept in car, depot, or place of delivery of the carrier or warehouse, subject to a reasonable charge for storage, and to carrier's responsibility as warehouseman only, or may be at the option of the carrier removed and stored in a public or licensed warehouse at the cost of the owner, and there held at the owner's risk and without liability on the part of the carrier and subject to a lien for all freight or other lawful charges, including a reasonable charge for storage.

The carrier may make a reasonable charge for the detention of any vessel or car or for the use of tracks after the car has been held forty-eight hours (exclusive of legal holidays) for loading or unloading, and may add such charge to all other charges hereunder, and hold such property subject to a lien therefor. Nothing in this section shall be construed as setting aside any local law or rule affecting car service or storage.

Property destined to or taken from a station at which there is no regularly appointed agent, shall be entirely at the risk of owner when unloaded from cars, or until loaded into cars, and when received from or delivered on private sidings, shall be at owner's risk until the cars are attached to, and after they are detached from trains, but this provision shall not apply to property on which order bills have been issued unless such bills are marked "Shipper Load and Count (S. L. & C.)"

Sec. 6. No carrier will carry, or be liable in any way, for any documents, specific or for any articles of extraordinary value not specifically rated in the published classification or tariff, unless a special agreement to do so and a stipulated value of the articles are endorsed hereon.

Sec. 7. Every party, whether principal or agent, shipping explosive or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

Sec. 8. The shipper, owner, or consignee shall pay the freight and all other lawful charges accruing on said property before delivery. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

Sec. 9. Except in case of diversion from rail to water route, which is provided for in Section 3 hereof, if all or any part of said property is carried by water on any part of said route, such water carriage shall be performed subject to liabilities, limitations, and exemptions provided by statute and to the conditions contained in this Bill of Lading not inconsistent with such statutes or this section, and subject also to the condition that no carrier or party in possession shall be liable for any loss or damage resulting from perils of the lakes, sea, or other waters; or from explosion, bursting of boilers, breakage of shaft, or any latent defect in hull, machinery, or appurtenances; or from collision, stranding, or other accidents of navigation, or from prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have the liberty to call at any intermediate ports; to tow and be towed, and assist vessels in distress, and to deviate for the purpose of saving life or property.

The term "water carriage" in this section shall not be construed as including lighterage across rivers or in lake or other harbors, and the liability of such lighterage shall be governed by the other sections of this instrument.

When property is carried under a rate which includes marine insurance, the liability of the water carrier shall cover all risks insured against, and shall at least equal the liability hereunder for rail carriage in cased cars.

Sec. 10. Any alteration, addition, or erasure, fraudulent or otherwise, in this bill of lading, which shall be made without an endorsement thereof hereon, signed by the agent of the carrier issuing this Bill of Lading, shall be without effect, and this Bill of Lading shall be enforceable according to its original tenor.

The GRAIN DEALERS JOURNAL.

Amendments to Rules of Minneapolis Chamber of Commerce.

The amendments to the rules of the Minneapolis Chamber of Commerce, adopted by a vote of the members, relate to carload weights and the commission rates.

Section 1 of Rule XVII is amended to read:

CARLOAD WEIGHTS.

Sec. 1. Effective Sept. 1, 1907, in all sales of grain, seeds and mill stuffs by the car load it shall be the rule that the following amounts will constitute a car load:

Wheat, corn, rye, barley, flax. 1,000 bus.
Oats 1,500 bus.
Bran in bulk 30,000 lbs.
Shorts or middlings in bulk 35,000 lbs.
Bran, middlings or red dog flour, in sacks 35,000 lbs.
Screenings (all kinds) 40,000 lbs.

COMMISSIONS.

Sections 4, 5, 6, 7 and 8 of Rule VIII are amended to read:

Sec. 4a. The following are minimum rates of commission fixed by the Rules of the Chamber of Commerce of Minneapolis, and by which its members shall be governed:

RECEIVING AND SELLING—ON ARRIVAL OR TO ARRIVE.

Sec. 4b. Wheat, barley or rye. 1c per bu.
Corn or oats 1/2c per bu.
Millstuffs, and mill, elevator or flax screenings 25c per ton
Speitz, ground feed or hay (minimum charge per car, \$5) 50c per ton
Flaxseed, less than car load 1/2c per cent
Flaxseed, car load 1 per cent
Buckwheat, less than car load 2 1/2 per cent
Buckwheat, car load 2 per cent
Grass seed (except clover seed), less than car load 2 1/2 per cent
Grass seed (except clover seed), car load 2 per cent
Clover seed, less than car load 2 per cent
Clover seed, car load 1 1/2 per cent
Percentage on sale of all seed and buckwheat shall be computed on gross proceeds.

SALES TO ARRIVE.

Sec. 4c. Where a sale to arrive is made of grain, seed or other commodities, and no delivery is made by the principal, and the grain, etc., is bought in to fill said sale, one-half of the regular commission rate shall be charged for said sale, and no commission may be charged for the purchase to fill said sale. Members shall pay same rate.

Sec. 4d. Where a sale to arrive is made of grain, seed or other commodities and a settlement is effected with the purchaser, without delivery being made, one-half the regular commission rate shall be charged.

Sec. 4e. Where a sale to arrive is made of grain, seed or other commodities, which upon arrival do not grade contract, and such grain, etc., is then sold on the market, and other grain, etc., is bought in to fill said first sale to arrive, the full commission shall be collected on the grain, etc., shipped and tendered by the seller and no commission may be charged on the grain, etc., bought in to apply on the original sale; provided, however, that the commission shall be charged on basis of not less than the amount of original sale.

BUYING AND SHIPPING.

Sec. 5. Lots of less than 5,000 bushels: Wheat, barley or rye 1c per bu.

Corn or oats (for members or non-members) 1/2c per bu.
Flaxseed 1 per cent
Lots of 5,000 bu. or more (for members and non-members):
Wheat, corn, barley, rye or oats 1/2c per bu.
Flaxseed—not less than 1/2 of 1 per cent
FUTURES, CONTRACTS, BUYING OR SELLING, OR BUYING AND SELLING.

Sec. 6a. For the purchase, or for the sale, or for the purchase and sale of wheat, corn, oats and barley for future delivery 1/2c per bu.

Sec. 6b. For the purchase, or for the sale, or for the purchase and sale of rye or flaxseed for future delivery 1/4c per bu.

Sec. 6c. When delivery of warehouse receipts of wheat, corn, oats and barley is made on any contract for future delivery 1/4c per bu.

And where the identical receipts are sold at the owner's request, no additional charge may be made.

When delivery of warehouse receipts of rye or flaxseed is made on any contract for future delivery 3/4c per bu.

And where the identical receipts are sold at the owner's request, no additional charge may be made.

Sec. 6d. When delivery of warehouse receipts is made on any contract for future delivery, and the owner orders the grain or seed represented by such receipts handled and shipped:

Wheat, barley, rye or flax (for members and non-members) 1/2c per bu.
Oats or corn (for members and non-members) 1/4c per bu.

WAREHOUSE RECEIPTS.

Sec. 7. Buying lots of not less than 5,000 bushels (for members and non-members) 1/4c per bu.

Buying lots less than 5,000 bu. 1/2c per bu.

No charge for selling same receipts.

Selling warehouse receipts, by grade, lots not less than 5,000 bu. (for members and non-members) 1/4c per bu.

Lots less than 5,000 bushels 1/2c per bu.

Sec. 8. To members of the Chamber of Commerce of Minneapolis not less than one-half of the regular rates of commission may be charged, except as otherwise provided in this rule.

A Complete Country Grain Plant.

O. Gandy & Co., of South Whitley, Ind., recently purchased the only elevator at Grass Creek, Ind., which is on the Vandalia Railroad, 15 miles north of Logansport, Ind.

Having acquired this station, they let contract to Fred Friedline to plan and construct an up-to-date plant.

By referring to the engravings here-with it will be seen that the working part of the building is a 14-foot story of frame work 24'3" x 32'0" with all bins overhead except one deep bin.

This floor provides working room for machinery and spouting and the 800-bu. Buffalo Hopper scale. Adjoining is the drive way 32' x 12' with two wagon dumps, equipped with B. S. Constant's Imperial Chain Feeders. These chain drags and the one from ear corn annex are each provided with a jaw clutch and chain drive to counter shaft, which in turn is driven with friction clutch pulley from line shaft. This enables the operator to stop and start any chain drag without damage to the machinery.

The two stands of elevator legs are equipped with 16x7 and 14x6-inch cups. In the basement is one No. 2 U. S. Sheller.

In cupola, which is two stories high, are located elevator heads, countershaft and a No. 7 Monitor Combined Corn Cob and Oats Cleaner. The cobs are spouted from fuel room thru heavy galvanized iron spout. The dust is also carried from fans to a compartment in fuel room.

Both of these spouts are equipped with automatic fire stops to prevent a possible fire in fuel room being drawn into cupola of elevator.

Ear corn is elevated and spouted to the four slatted bins in annex. These bins are specially constructed with air space in center; and the bottom of bins are shaped to chain conveyor.

In the power house, which is of sand, lime, brick construction, is located a boiler of 40 h.p. and engine of 35 h.p., also a deep well pump, boiler feed pump and water supply tank. The power house is placed 20 ft. from elevator and power is transmitted by means of line shaft direct connected to engine and extending



O. Gandy & Co.'s New and Old Elevator at Grass Creek, Ind.

into elevator. Power is transmitted to machinery in cupola by rope drive.

The machinery and metal spouting, which is first-class in every respect, and of heavy design, was furnished by Weller Mfg. Co., everything being driven with Weller Improved Friction Clutches.

This plant has a capacity of 12,000 bus. small grain in seven cribbed bins, and 8,000 bus. ear corn in annex bins, or a total of 28,000 bus. small grain, as the annex bins are lined with 8 mesh galvanized wire screen to accommodate small grain.

The floors of basement and boot pits and floor under dumps are all laid of concrete and there is not a place which is not absolutely dry, clean and acces-

sible for removing dirt or refuse. Eventually the owners expect to install a purifier and dryer at this plant. The plant was erected complete at a cost of \$10,000, not including office building or wagon scales.

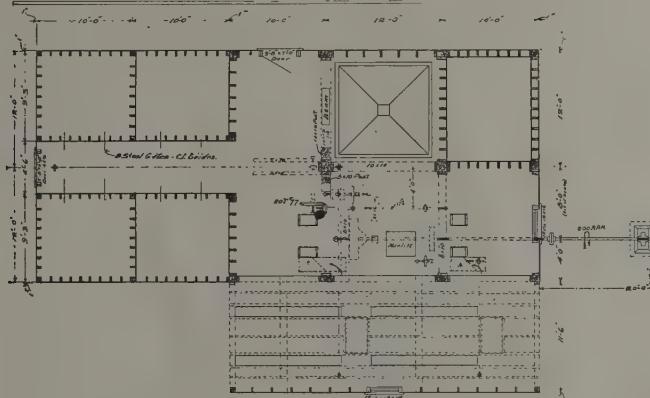
New Grain Tariffs.

Minimum weights have been prescribed by the Chicago & Eastern Illinois Railroad, reports the *Traffic Bulletin*, in a tariff filed with the Interstate Commerce Commission, I. C. C. No. 2180, as follows: Minimum weights on corn, ears and snapped, actual weight when loaded to full bulk capacity, but in no case less than 24,000 pounds; barley, 10 per cent less than marked capacity of car; oats,

10 per cent less than marked capacity of car, except when car is loaded to full bulk capacity of car, actual weight will govern, but not less than 30,000 pounds; corn (shelled), rye, wheat and other grain, marked capacity of car; effective, Indiana, Sept. 15; Illinois, Sept. 4; interstate, Oct. 9.

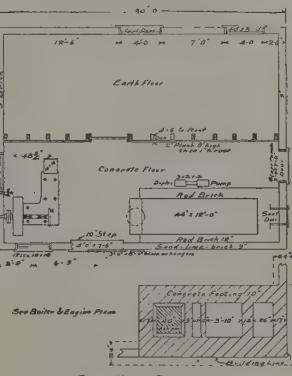
No charge will be made for transfer, which includes elevation and reloading into cars, by the C. M. & St. P. on all grain and seeds received at Kansas City, Mo., for shipment by that road. I. C. C. No. B464.

In I. C. C. No. 8598 the Burlington allows, effective Oct. 5, 3/4c for transfer thru elevators at St. Joseph, Mo., Atchison or Leavenworth, Kan.

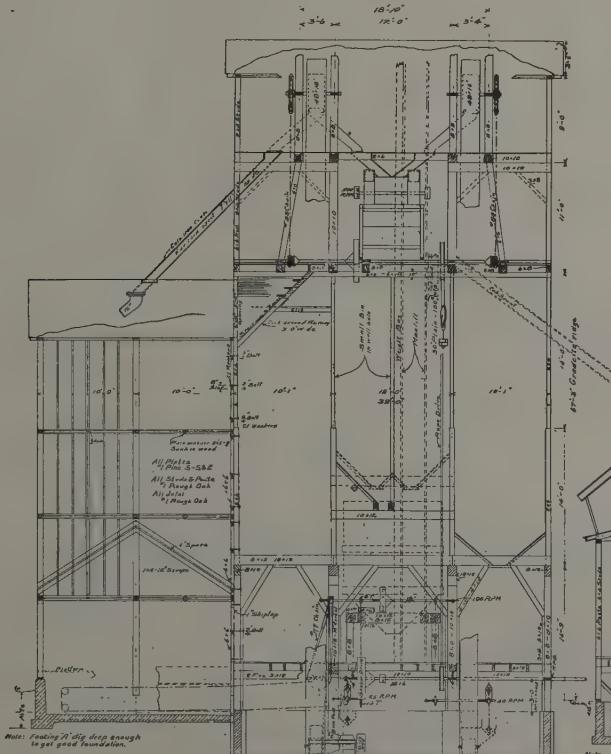


ANNEX

WORKBOOK / PLAN
Plan View of O .Gandy & Co.'s New Elevator at Grass Creek, Ind



POWER HOUSE PLAN



Cross and Longitudinal Sectional Views of New Elevator of O. Gandy & Co. at Grass Creek, Ind.

Grain Trade News

ARKANSAS.

Pine Bluff, Ark.—The Hightower Grain & Feed Co. has been organized and has rented a large warehouse.

Pine Bluff, Ark.—The Riley Commission Co. is the name of a new grain firm at this place. Horatio Riley is interested in the new firm.

Little Rock, Ark.—The Western Grain Co., has bot the Landon Milling Co.'s plant and will improve the building and machinery and put in a flouring mill.

Little Rock, Ark.—A new schedule of rates on rough rice has been arranged by the state railroad commission to cover shipments from any point in the state.

Little Rock, Ark.—The grain and produce committee of the board of trade is gratified over the approval which the trade has given its suggestion to the Interstate Commerce Commission that interest be paid by the railroad companies on freight claims unpaid after 45 days. The exchanges of many cities have written favoring the amendment to the law.

CANADA.

Morden, Man.—Rennie & Son have succeeded Rennie & Scott in the grain business.

Winnipeg, Man.—The first car of new wheat was received Sept. 9 from Plum Coulee by the Lake of the Woods Milling Co.

Winnipeg, Man.—At the annual meeting of the Grain Exchange, held Sept. 12, John Fleming was elected pres. and H. N. Baird, vice-pres.

Winnipeg, Man.—The lateness of the wheat harvest is shown by the shipments over the C. P. R. so far being 2,000,000 bus. less than during the same period last year.

Fort William, Ont.—Fire in the basement of Muirhead & Black's eltr. caused a loss of \$5,000; covered by insurance. Their eltr. was burned a year ago and was rebuilt.

Minnedosa, Man.—John Wake has disposed of his lumber business to his sons, William and Henry, and has leased his eltr. to the Northern Eltr. Co. Mr. Wake will spend the winter in California.

Wapella, Sask.—The Lund Mill & Eltr., 750 bus. of wheat and 600 bags of flour was burned recently. The stock was covered by insurance and the buildings were insured about two-thirds of their value.

Winnipeg, Man.—The Colonial Grain Co., incorporated, capital stock \$150,000; directors, J. C. Gage, K. B. Stoddart, T. H. Hatchard, W. C. Leistikow and A. Reid. The head office will be at this place.

Depot Harbor, Ont.—On grain passing thru its eltr. here the Grand Trunk Ry. will give the first 30 days' storage free, and charge $\frac{1}{8}$ c per bu. for each succeeding 10 days or part thereof. The charge for turning grain in the eltr. each time is $\frac{1}{8}$ c per bu.

Winnipeg, Man.—The Port Arthur Eltr. Co. has given notice that warehouse receipts would be issued for all grain received at the Canadian Northern termin-

als at the Winnipeg office of the British American Eltr. Co. The C. P. R. also will issue warehouse receipts, thus facilitating the handling of grain at the lake ports.

Montreal, Que.—It would be an excellent plan for the Dominion government to issue a crop report. Every year there are a variety of reports, many of which conflict, and it is impossible to tell what is the real state of affairs. I think the Government would do well to establish a plan for the gathering of accurate information. The Government is a disinterested party and information coming from such a source should be more valuable than that supplied by private and oftentimes, interested parties. Every year there has been some trouble in this direction, and it has happened that wrong information has been supplied. Of course, afterwards it is possible to discover that certain information was incorrect, but meanwhile the effect intended has been secured.—James Norris.

Winnipeg, Man.—One shipper had three cars graded rejected 1 northern, mixed with cockle. At my request Mr. Horn wrote to the inspector at Fort William to see if enough cockle could be cleaned out to grade 2 northern. He received reply that it could not be done. I then asked to have these cars graded 3 northern. Mr. Horn asked me if the shipper would be satisfied. I replied that I would undertake to satisfy the shipper if he could grade the car 3 northern, and he consented to do so. According to the spread in prices at that time it left a profit of over 3 cents per bushel in the shipper's favor, or about \$100 on the three cars. Another car was graded 1 northern, $5\frac{1}{2}$ per cent to clean; this was changed to 2 northern, 1 per cent to clean. In cases of this kind I figure out what grade will bring the shipper the most money for his wheat, and accept the change when it can be made to advantage. What is the best to do depends altogether on the spread between the different grades.—D. D. Campbell, Special Shippers' Representative.

CHICAGO.

Memberships in the Board of Trade are selling at \$2,650.

J. O. Linebarger & Co. have removed from the Traders' bldg., to 59 Board of Trade.

King V. Griffis, 57 years old, died Sept. 15 from rheumatism. He was a member of the Board of Trade for years.

Frederick M. Fish, the option broker, who shot and killed his wife, has been released on evidence that he was insane.

The first sale of new crop corn on the call was made Sept. 12, E. W. Wagner buying 2,000 bus. for December shipment.

The purchase of the City and Iowa Eltrs. to widen the river has been recommended by the finance committee of the drainage canal board. The price to be paid is \$85,000.

In Board of Trade elections ballots hereafter must contain a full list of names for director and members of the commit-

tees of arbitration and appeal or the vote will not be counted.

Assessments of \$25 each year from 1907 to 1911 were voted by members of the Board of Trade Sept. 12 to buy up the certificates of retiring members at not to exceed \$3,000 each.

Rosenbaum Bros. in one day recently bot 100 cars choice oats on the Illinois proportional billing at 50 to 51½, September oats at the time selling around 55 to 57½, showing a good profit.

Receivers are urged by the C. & N. W. R. R. Co. to make prompt disposition of grain to assist in moving the accumulation of 450 cars at Proviso, besides nearly 1,000 cars that have been sidetracked on the way to Chicago.

John K. Comstock is charged with having used the mails to defraud, by inducing persons out of town to send him money to invest in stocks and bonds. His offices in the Commerce building recently were raided by postoffice inspectors.

Chas. Waite and Robert H. Thorburn have settled the claims growing out of the oats corner of 1902, when they defaulted on contracts, alleging that the prices were fictitious, and have now applied for reinstatement to membership in the Board of Trade.

L. B. Wilson, formerly of the firm of Van Ness & Wilson, has associated himself with the firm of Young & Nichols. He will do a general receiving and grain commission business. Mr. Wilson is an experienced grain man and has a large acquaintance among the grain dealers.

A new method of clearing trades that will follow the market has been presented to the directors of the Board of Trade and has the approval of Atty. Robbins. It is desired to avoid tying up so much money in margins when grains are at such high prices and the rate of interest is so high as at present.

The Nash-Wright Grain Co. has bot suit in the municipal court against Daniel C. Wright, who cleared his trades thru the company, to recover \$40,000 alleged to be due on a note and open account. His first defense that the trades were gambling has been withdrawn by Wright. He is well known at Peoria, Pana and Lacon, Ill., and is not a stockholder in the company.

Application for membership in the Board of Trade has been made by George Austin Haskell, Walter B. Atkins, Joseph C. Coleman, Jr., Giles G. Eddy, James A. Biggs, Robert S. Matheson, Cliff P. Chamberlin. Members recently admitted in the Board of Trade are E. Charles Day, Albert E. Williams, Samuel J. Scott, Clarence C. Hogan, Lewis B. Wilson, Edward D. Winslow, Lorenzo D. Kneeland, William L. Bear. Applications for transfer of membership have been made by Robert Pettitt, William F. Pillsbury, Clarence C. Taylor, Don B. Sebastian, Henry William Meisner, Harris A. Wheeler, Howard A. Wrenn, the estate of Henry O. Parker, Roderick W. Richardson, Thomas G. Bowman, John F. Delaney.

The posting of the following notice by the Santa Fe Eltr. Co. on Sept. 7 may have had a great deal to do with the prompt settlement of the eltr. controversy. "Because of the fact that at the present time the crowded condition of the Santa Fe Eltr. and the Santa Fe Eltr. Annex, and the large accumulation of grain on track and grain headed at the present time for those houses, notice is hereby given that until further notice we will not be in

a position to accept grain from foreign lines, either for handling or storage." At the time this notice was posted the Santa Fe Annex was the only regular eltr. of the Chicago Board of Trade, and unless trade was to be permitted to cease something had to be done, and that soon.

After the settlement of the eltr. controversy the following eltrs. were declared regular by the directors of the Board of Trade from Sept. 12 to July 1, 1908. Armour Eltr., comprising Houses A, B. and B Annex, Armour Eltr. Co., 5,000,000 bus.; Armour Eltr. C, Armour Eltr. Co., 1,000,000; Calumet Eltr. C., Calumet Eltr. Co., 1,500,000; Central Eltr. A, Central Eltr. Co., 900,000; Chicago & St. Louis Eltr. and Annex, Keith Eltr. Co., 2,000,000; City Eltr. J. Rosenbaum, 1,000,000; National Eltr., Central Eltr. Co., 1,000,000; Peavey Eltr. B, Peavey Grain Co., 1,550,000; Rock Island A, J. Rosenbaum, 1,250,000; Rock Island B, J. Rosenbaum, 800,000; South Chicago Eltr. C and Annex, South Chicago Eltr. Co., 3,000,000; Union Eltr. and Annex, Armour Eltr. Co., 2,000,000. With the Santa Fe Eltr. Annex of 1,000,000 bus. capacity, which was regular July 1, and the Chicago Dock Co.'s eltrs. of 800,000 bus. capacity and the Grain Traders eltr. of 1,500,000 bus. capacity, which became regular Sept. 11, the total regular eltr. storage room at Chicago leaped from 1,000,000 to 24,300,000 bus.

COLORADO.

Greeley, Colo.—The Wheatland Milling & Eltr. Co. has bot the eltr. of the Ault Grain & Supply Co.

Denver, Colo.—The Dodge City Milling & Eltr. Co. incorporated; capital stock, \$50,000; incorporators, J. K. Mullen of Denver, E. M. Ryan and H. E. Johnson.

Denver, Colo.—The Phelps-Donahue Grain Co. has inaugurated a practice entirely new to the shippers to this market. It charges telephone tolls as well as commissions to shippers, and its demurrage charges are enormous.

Denver, Colo.—We notice you have condemned in all your issues shovel men, while you are giving free advertising to Phelps-Donahue Grain Co., who have no facilities of any kind, manner or description for handling grain. They get a car in here and they sell it to anybody they can and do the best they can. It has to be sold and as a rule the shipper has to stand the loss. Legitimate dealers who have their money in the business, of course, do not like to meet this kind of competition.—G. E. Ady.

ILLINOIS.

DeKalb, Ill.—J. D. McLean has succeeded C. S. Hunt & Co.

Pearl City, Ill.—Fred Guentner has succeeded Meyers & Shank.

Holcomb, Ill.—Holmes Hagaman has succeeded L. G. Hazelton.

Mount Carroll, Ill.—F. H. Colehower has succeeded John Coleman.

Pecatonica, Ill.—Douglas Salisbury has succeeded Doty & Salisbury.

Florence Station, Ill.—Graham Bros. have succeeded J. W. Meyer, who died recently.

Frankfort, Ill.—C. J. Meyer, of Peotone, has bot the eltr. of Engelhardt & Borms.

Hazelhurst, Ill.—I have sold my eltr. and coal business to my nephew, M.

O'Kane, who has taken possession.—Alex. O'Kane.

Watkins, Ill.—Coon Bros., of Rantoul, have bot the eltr. of the Cleveland Grain Co.—H.

Crescent City, Ill.—Harlan Bros. have let contract for a 35,000-bu. eltr., to the Reliance Construction Co.

Champaign, Ill.—Burt & Dryer have bot the eltr. of Jerome T. Davidson, and will take possession October 1.

Graymont, Ill.—The Farmers Eltr. Co. has let the contract to George Sathoff for the erection of its eltr.

Mackinaw, Ill.—The Farmers Eltr. Co. has been granted a site for the erection of an eltr. by the Big Four Ry.

Herscher, Ill.—Karcher & Jackson have succeeded John Karcher, F. E. Jackson having bot half interest in the eltr.

Ashland, Ill.—V. C. & Trave Elmore have succeeded Elmore & Lemmon at this place, Sinclair, Drake and Hillview.

Bloomington, Ill.—Abel Brooks & Co., incorporated, capital stock \$40,000; incorporators, A. Brooks, B. C. Baldwin and W. D. Moore.

Bruce, Ill.—The Kirk Grain Co., incorporated; capital stock, \$2,500; incorporators, C. W. Higdon, W. I. Sickafus and J. A. Doner.

Rumpler, Sta., Ogden P. O., Ill.—The office of the Zorn Grain Co. was struck by lightning Sept. 7. The engine room was damaged also.

West Brooklyn, Ill.—West Brooklyn Farmers' Eltr. Co., incorporated, capital stock \$15,000; incorporators, J. W. Thier, John Halmayer and Laurent Gehant.

The new directory of regular grain dealers in Illinois, to be issued by the Illinois Grain Dealers Ass'n, will be ready for distribution about Nov. 1, says Sec'y Strong.

Decatur, Ill.—The Shellabarger Eltr. Co. recently suffered the loss of nearly a ton of flour by theft one night. The warehouse was entered and 39 sacks of 50 lbs. each stolen.

Eden, Ill.—I have bot the eltr. of Holt & Rosbottom. I am going to put in new machinery in my other eltr. and am considering what kind of equipment to install.—C. F. Holt.

Eureka, Ill.—Geo. McJunkin, buyer at Spring Bay for the Smith-Hippen Co. who was charged with embezzlement, was discharged by the grand jury, his shortage being attributed to carelessness and inefficient bookkeeping.

Peoria, Ill.—Tyng, Hall & Co. have bot a replevin suit against the Peoria & Peoria Union Ry. to recover a car of corn, which the road refused to deliver until demurrage charges were paid. The suit will be heard at the November term of the circuit court.

Springfield, Ill.—The question of minimum carload weights will be considered by the state railroad and warehouse commission in October. The roads are said to be urging an increase in the minimum from 24,000 to 30,000 lbs. on grain, flour, machinery and lumber.

Wapella, Ill.—Geo. W. Miller, buyer for Thorpe, Scott & Co., has disappeared, and his accounts are being audited to discover any shortage. He is said to have contracted for the delivery of oats and lost. His real estate has been made over to the firm.

Decatur, Ill.—Judson Nichols has been held to the federal court on the charge

of having made a false affidavit in the schedule of bankruptcy which he filed at Danville. It is alleged he failed to turn in among his assets grain which he owned valued at \$2,000.

New members who have recently joined the Illinois Grain Dealers Ass'n are: F. Hammann & Son, Mililne; Hammond, Snyder & Co., Baltimore, Md.; O'Brien & Son, Morse Sta., Buda P. O.; W. H. Perrine & Co., Chicago; Standard Hay & Grain Co., Cincinnati, O.

Bement, Ill.—M. C. Camp & Co., have sold their eltr. at this place to the farmers. M. C. Camp will have the grain business at Voorhies, and J. M. Camp will have the business at Ivesdale. Both will receive mail at Bement. The latter has been in the trade 37 years, and is active as ever.

New Lenox, Ill.—Horatio N. Dickinson brot suit for an attachment against Henry Schoin and wife, farmers, upon 800 bus. of oats that they refused to deliver on a contract after the market price had advanced 10 cents. Justice Nichols decided in favor of Dickinson, and Schoin will have to deliver the oats.

Cairo, Ill.—The Cairo Board of Trade held a special meeting Sept. 16 to take action with reference to the visit of President Roosevelt to Cairo. W. P. Halliday was admitted to membership in the Board, and J. B. Gillespie, Jr., was appointed chief grain inspector, and Geo Pendleton chief weighmaster.

Cushman, Ill.—Geo. Lindsay, mgr. for the Sullivan Eltr. Co., nearly caught a man who was trying to set fire to the eltr. recently. Lindsay was aroused by a noise at the eltr., near by, and got out of bed. Shotgun in hand he went to investigate a light at the eltr. At Mr. Lindsay's approach the incendiary took to his heels while Lindsay put out the fire.

Delavan, Ill.—Up to this time there has been no rule drafted covering the distribution of cars, but a meeting for the purpose will be called some time early in October, place and date not definitely decided upon. All directors and delegates selected by the several locals will attend the meeting.—E. M. Wayne, Pres. Illinois Grain Dealers Ass'n.

Has your company filed an affidavit with the Sec'y of State to the effect that it is not a member of a trust and paid a dollar for the privilege? Better do so this month or have your charter cancelled. The politicians would object to the filing of all these claims at one and the same time because—well, it would greatly reduce the fees and might reduce the swearing by county officials.

Bloomington, Ill.—Judgments against the Hawthorne Grain Co. were filed recently. The first judgment entered was that of J. P. Arnold of Colfax against Geo. W. Hawthorne for \$765; the second by Arnold for \$20,784 against J. E. and Geo. W. Hawthorne, and the third by the Third National Bank for \$14,000. A fourth judgment was filed Sept. 18, swelling the total to \$40,000. The company hopes to arrange matters so as to continue business.

INDIANA.

Colburn, Ind.—Robt. Alexander has bot the eltr. here of the Colburn Grain Co. on the Wabash R. R., thru John A. Rice.

Stewart Sta., Pence P. O., Ind.—Pence & Goodwine of Goodwine are building a 40,000-bu. eltr. on the J. R. Walsh road.

Roby, Ind.—The buildings for the large

plant of the Western Glucose Co. are being erected by the Witherspoon-Englar Co.

Logansport, Ind.—I have discontinued my track buying business here for the present on account of illness.—Geo. R. Hoopes.

Elkhart, Ind.—Burrel & Morgan bot tenants' grain and are now sued for \$700 unpaid rent by the landlord. Read their letter in this number.

Hillsburg, Ind.—Snodgrass & Brookie have succeeded Smith & Snodgrass. David L. Brookie has got a half interest of John H. Smith thru John A. Rice.

Rolling Prairie, Ind.—The mill has been remodeled and is now owned by Redington & Morgan. I am still buying grain at this place for shipment.—John D. Waubaugh.

Indianapolis, Ind.—J. E. Scanling and Wm. Huff, both experienced in the grain business, have formed a partnership under the name of J. E. Scanling & Co., with offices in the Board of Trade building.—H.

Indianapolis, Ind.—Data showing the need for reciprocal demurrage rules is being collected by J. V. Zartman, sec'y of the Indiana Manufacturers Ass'n, for presentation to the state railroad commission.—H.

Hagerstown, Ind.—Clark Bros. of Centerville, have bot the eltr. of the Teeter Mill & Eltr. Co. Henry C. Teeter, who has been manager of the firm, will retire to enter the employ of the Light Inspection Car Co., in which he is interested.

Frankfort, Ind.—M. T. Dillen, who recently bot the eltrs. at Hamlet Spur Sta. and Teft, will manage the properties, but continue to reside at this place. J. S. Sellers, who acquired the eltr. at Illinois, Ill., will soon remove his family to Mo. mence, Ill., to manage that plant.

Aylesworth, Ind.—The eltr. here on the C. & E. L., operated by Joes Bros. of Veedersburgh, was burned on the morning of Sept. 13, with 8,000 bus. of oats. The loss of \$14,000 was adjusted the following day. The firm has consulted Fred Friedline on plans for rebuilding.

St. Paul, Ind.—The Nading Mill & Grain Co. contemplates remodeling its eltr., at this point, making it one of the most convenient and as good as any in the state for handling grain quickly. Farmers in general are complaining of weevil, both red and black, in their wheat.—J. W. Victor, agt.

Indianapolis, Ind.—Failure to ship oats sold to Baltimore by John R. Gray & Co. led Shaw & Hammond to petition the court to appoint a receiver, and John Gray admitting his insolvency, O. U. Newman, atty., was appointed receiver, Sept. 10. Liabilities, \$40,000; assets, \$5,000. Gray failed to deliver 102,000 bus. of oats to the Cleveland Grain Co., causing the company a loss of \$9,000. Two other creditors filed claims for \$1,435 and \$1,378. The firm is not a member of the Indiana Grain Dealers Ass'n nor of the National Ass'n.

Indianapolis, Ind.—A protest against the reconsignment charge was sent to the Central Traffic Ass'n Sept. 10 by a committee of grain men composed of H. F. Kinney, E. W. Bassett and J. M. Bradford. The complaint declares the charge to be unreasonable as the conditions and character of shipments must be ascertained by sampling before local merchants can determine the proper disposition to

make of individual shipments; that it is unjust discrimination against merchants who do not own eltrs. through which to condition their grain under the reconsigning rule of the freight bureau; that it takes from local merchants the privilege or reconsignment, without charge, to points east of the Western Trunk line division, but allows the privilege to merchants farther east.

INDIAN TERRITORY.

Wainwright, I. T.—The Wainwright Grain & Eltr. Co. is building an eltr.

IOWA.

Nichols, Ia.—Foley Bros. will erect an eltr.

LeMars, Ia.—B. J. Ragan has succeeded Ragan & Claybaugh.

Wallingford, Ia.—The Farmers Eltr. Co., is building an eltr.

Nemaha, Ia.—A. L. Holdren is now with the Nemaha Grain Co. as mgr.

Otho, Ia.—The Farmers Eltr. Co.'s eltr. has been completed by the Younglove Construction Co.

Bennett, Ia.—The eltr. of John Dammann & Co. has been rebuilt by the Younglove Construction Co.

Holstein, Ia.—Schoeneman Bros. have bot the eltrs. of the Western Eltr. Co. along this line.

Wesley, Ia.—The Younglove Construction Co. has completed the eltr. at this place for the Farmers Eltr. Co.

Charles City, Ia.—I wouldn't try to get along without the Grain Dealers Journal.—Ben T. McNeill, mgr. Hunting Eltr. Co.

Green Mountain, Ia.—The eltr. being erected for the Farmers Eltr. Co. by the Younglove Construction Co. is about completed.

Sheffield, Ia.—I have purchased Mr. Benzler's interest in the eltr. here and succeed Williams & Benzler.—Harry Williams.

Kingsley, Ia.—Schoeneman Bros. of Hawarden have bot the eltr. of the Western Eltr. Co. J. H. Herron will be retained as manager.

Eldora, Ia.—Daniel Merrill of Juda has bot the eltr. of the J. F. Donovan Eltr. Co. The Donovans will return to Warren, Ill., where they have interests.

Clear Lake, Ia.—S. J. Clausen has leased the eltr. of the Hunting Eltr. Co. Mr. Hunting will retire from the grain business after 25 years as mgr. of the company.

Huxley, Ia.—The Farmers Grain Co., incorporated; capital stock, \$25,000; incorporators, L. N. Bouge, A. V. Eklund, George H. Barnes, N. S. Helland, L. Berhow and S. Heggen.

Doubleday Sta., Bassett P. O., Ia.—Bassett is the postoffice for this station, where the Hunting Eltr. Co. has succeeded C. C. Field, as reported Sept. 10 in this column.

Des Moines, Ia.—A list of 45 firms having over 1,000 bus. of corn on hand at their stations recently was sent out by Geo. A. Wells, sec'y of the Iowa Grain Dealers Ass'n.

Duncan, Ia.—We have not been engaged in the grain business for a long time, and the only dealers here are the Reliance Eltr. Co., whose plant we formerly leased.—F. T. Lapitz & Co.

Runnells, Ia.—We are building a mod-

ern cribbed eltr. at Percy and also one of the same kind at Cordova. The eltrs. will have a capacity of 10,000 bus. We will also remodel our terminal eltr. at this place.—R. W. Taylor & Co.

Dillon, Ia.—The farmers in this vicinity have formed a temporary organization for the purpose of entering the co-operative grain business and will either buy or build an eltr. Harry Brucklacher, pres., and Harry Foote, sec'y.

Panora, Ia.—Elijah I. Reynolds died Sept. 8, aged 75 years. In 1881 he engaged in the grain business and in 1882 with Mr. Spurgin as a partner added the lumber business. He leaves a wife, three sons and two daughters.

Havelock, Ia.—The Wells-Hord Grain Co., of Cedar Rapids, has let the contract to the Younglove Construction Co. for the rebuilding of its eltr., which was burned Aug. 18. It will have a capacity of 25,000 bus. The Farmers Eltr. Co. has let the contract for a new eltr.

Des Moines, Ia.—An injunction to restrain the enforcement of the pure feed law by State Dairy Commissioner Wright has been petitioned for in the federal court by the American Linseed Co., which alleges that it is discrimination to charge 10 cents per ton on oil meal while other stock foods are sold in the state free.

Arthur, Ia.—Conger Ball Co., of Sac City, let the contract to the Younglove Construction Co. for the erection of annexes to its eltrs. at this place and Schaller. Since the contract was let the company has sold its eltr. at this place to the Farmers Eltr. Co. These are cribbed annexes of 3 bins 24x30 cribbed 40 ft. The Farmers Eltr. Co., will make extensive repairs on its eltr. here.

Flanders Sta., Luton, P. O., Ia.—The eltr. being built by the Younglove Construction Co. for Benedict & Smith, was struck by lightning Aug. 27. The cupola was wrecked, shingles blown off the roof, siding torn off the track side and the foundation shattered. The building was just ready to take in grain. With the consent of the insurance company the builders immediately repaired the damage to prevent further loss. The Younglove Construction Co. was protected by insurance, which has been adjusted. The plant is now in operation.

Shipley, Ia.—The Western Eltr. Co. will build a residence for its agt. at this station at once. We are also adding a 64-ft. drag to our ear corn wagon eltr. We have just completed the work of putting in a new steel frame wagon scale with a 14-in. cement foundation. Scales of the same kind have been put in by the company at its eltrs. at Sherman and Buckeye. Lightning struck our eltr. here Sept. 1, tearing off the dust coop and cutting thru the cribbing in several bins, but the house did not catch fire. There was a heavy rain at the time. B. L. Nutting, agt. Western Eltr. Co.

KANSAS.

Hays, Kan.—Richard Cassil is the new grain buyer for E. F. Madden.

Wichita, Kan.—Some complaint is being made of a car shortage here.

Hudson, Kan.—Frank Bowser, agt. for the Pacific Eltr. Co., has removed to Canada.

Ness City, Kan.—D. E. Bondurant has bot the eltr. of the Rock Milling & Eltr. Co.

Stafford, Kan.—The Farmers Mercan-

tile Co., incorporated; capital stock, \$10,000.

Hays, Kan.—The mill and eltr. of the I. M. Yost Milling Co. was burned Sept. 14. Loss, \$10,000.

Gardner, Kan.—John B. Ward has admitted a partner in his grain business. The firm name will be Ward & Fluke.

Hutchinson, Kan.—The Larabee Flour Mills Co. has decided upon this city as the location for the 1,500-bbl. flour mill.

Garden City, Kan.—The Lamar Milling & Eltr. Co. has bot site and will erect an eltr and possibly a flour mill.

Brownell, Kan.—E. S. Chenoweth, Thomas Ryan and G. M. Ryan have bot the eltr. of George W. Davis. Mr. Davis will move to California.

Kirwin, Kan.—J. J. Landis will erect an alfalfa meal mill at a cost of \$10,000. It will have a capacity to handle 15 tons of alfalfa daily.

Stafford, Kan.—A. Aitken has bot the eltr. of the Larabee Flour Mills Co. C. R. Dixon of St. John is interested in the eltr. with him, and will remove to Stafford.

Levant, Kan.—A. J. Poor has put in the foundation for an eltr., but has postponed building this fall until he can see an outlook for a crop next year.—J. P. Horney, Brewster.

Delia, Kan.—The new Sarbach-Camden Grain Co.'s eltr. is being equipped with the latest machinery, driven by a 15 h. p. gas engine. A mill for grinding feed of all kinds has been put in.

Jamestown, Kan.—J. L. Wilkins of Cedar Point has bot the eltr. of E. A. Anderson. The deal includes the eltr., grain business, coal and feed business and the residence property.

Ferguson, Kan.—The Ferguson Grain & Live Stock Co. has been organized by farmers near here. The company will buy the eltr. of the Farmers Co-Operative Shipping Ass'n. W. A. Kuykendall will manage the eltr.

Brewster, Kan.—The Hoffman Eltr. Co.'s house is not open this year. It is in very bad condition and will have to be overhauled or torn down before it can be operated again. I have leased the eltr. of the Home Eltr. Co.—J. P. Horney.

Brookville, Kan.—The Thorstenburg Grain Co. owned and operated an eltr. here for 9 years. I operated the plant for them and on the 20th of last Feb. I bot the eltr. and have been doing business for myself since that time.—W. F. Hinerman.

Topeka, Kan.—A maximum freight rate bill, establishing a distance tariff for every commodity will be presented to the legislature by the state railroad commissioners if Governor Hoch calls a special session to consider the 2-cent fare law.

Hiawatha, Kan.—One of the biggest yields of oats in the state is reported by Harvey W. Hart, whose 13-acre field threshed 78 bus. per acre. He received \$31.20 an acre for the grain, leaving him a net profit of \$22 an acre on land worth \$100 per acre.

Topeka, Kan.—The state railroad commission is to-day hearing the suit of the Culver Grain & Live Stock Ass'n against the Union Pacific road, to have a side track built to its eltr. The railroad company alleges the board has no authority to order the construction of the switch.

Quenemo, Kan.—John Charlesworth, pres. of the Quenemo Mill & Eltr. Co., has left the country and is being eagerly sought. The concern operated eltrs. at

this place, Lyndon, Michigan Valley and Richland and is left practically bankrupt. The mortgage on the house at Lyndon is about to be foreclosed. Charlesworth is alleged to be an embezzler.

Elsmore, Kan.—W. D. Cox has been having trouble with the gas company which supplies the fuel for his engine at the eltr. Some time ago he obtained an order to court to have the gas turned on, and recently when an official of the company called with a rate card Mr. Cox drew a gun and the gas man has had a warrant issued for Cox's arrest on the charge of intent to kill.

KENTUCKY.

Louisville, Ky.—While absent in Europe Lee Callahan will consider plans for the rebuilding of the eltr. of Callahan & Sons.

LOUISIANA.

New Orleans, La.—The New Orleans Board of Trade and other commercial organizations on Sept. 12 filed complaint with the Interstate Commerce Commission against the railroad companies for alleged discrimination against shippers on local Bs/L to New Orleans for export in favor of shipments on thru Bs/L, by granting to the latter unlimited free storage of cotton seed products and lumber in cars, warehouses and wharves.

MARYLAND.

Baltimore, Md.—The Baltimore Pearl Hominy Co. has just completed a new mill so that the total capacity of its plant is now about 10,000 bus. of grain per day.

Baltimore, Md.—C. P. Blackburn, who is chairman of the terminal facilities comite, says the comite is determined to secure more storage facilities for Baltimore.

Baltimore, Md.—The biggest car of oats received at this city was bot by J. M. Frisch & Co. recently. The car was Wabash No. 71,433 and contained 2,537:16 bus. of white oats.

Baltimore, Md.—I have just returned from a trip in the West and I think there will be a very short corn crop. I believe prices will rule high right along. Am a bull on everything.—H. A. Lederer.

Baltimore, Md.—I purchased the grain which burned with the B. & O. Eltr. a short time ago and am now busy disposing of it. I make a specialty of buying burnt and damaged grain.—E. F. Richards.

Baltimore, Md.—If the shipper in the West could only see that it is to his interest to co-operate with the receiver in the East how much better off would both parties be, and how much more money they would make.—Chas. England.

Baltimore, Md.—It is the purpose of the B. & O. R. R. to co-operate with the weighing and inspection department of the Baltimore Chamber of Commerce in every way that will protect the interest of the receiver and shipper.—Thos. H. Seal, Agt.

Baltimore, Md.—H. C. Jories, member of the firm of C. Bosley Littig & Co., is major of the Fourth Maryland Regiment and was detailed by the state to accompany Governor Warfield to the Jamestown Exposition on Defenders Day, the 12th of September.

Baltimore, Md.—During the month of August the Weighing Dept. discovered that 347 cars of grain out of 1,300 that were shipped to Baltimore arrived in a

leaking condition. It might be noted that every 100,000 and 80,000 lb. B. & O. cars leaked over the bolsters.

Baltimore, Md.—The suit by the American Express Co. against Hammond, Snyder & Co. to recover on drafts against a shipment to a Dublin firm that failed before the presentation of the bills of exchange, was heard recently before Judge Stockbridge, who took the case under consideration. The decision is awaited with interest by the trade, as it will decide whether the shipper is responsible for delay by the bankers in presenting draft.

Baltimore, Md.—Several thousand bushels of corn are sold at this market in the course of a year to duck shooters who own farms along the river or the bay. They scatter the corn along the shores and into the water so that when ducks begin to fly south in October and November they find the corn and will remain close so long as there is any left. Some of the corn which was slightly burned in the B. & O. Eltr. that was destroyed a short time ago was purchased for this purpose, one millionaire alone taking 500 bus.

Baltimore, Md.—An oats embargo having been threatened, the Chamber of Commerce on Sept. 14 sent the following telegram to the general freight traffic mgr. of the Pennsylvania road at Philadelphia: "This chamber protests against the embargo order about to be laid against the shipment of oats from the West to Baltimore. The loss of the Baltimore and Ohio Elevator necessarily throws upon your elevators greater work, but the supplies in sight are not excessive for the season, while we expect heavy reductions in the stocks of wheat and corn within the next 30 days.—Blanchard Randall, President Chamber of Commerce." There is no necessity for an oats embargo at this time. There are little less than 2,000,000 bus. of grain stored in the eltrs. of which 141,000 are oats. These have a joint capacity of about 5,000,000 bus. So it was pointed out, only about 40 per cent of the total space was in use. If the Pennsylvania cannot provide room in the jailyard eltr. for the stock of oats the grain merchants cannot understand why some of the vacant room at the Canton Eltrs. should not be used for that purpose.

MICHIGAN.

McBain, Mich.—The McBain Grain Co., incorporated; capital stock, \$9,000.

Vassar, Mich.—The Miller Grain Co., incorporated; capital stock, \$20,000.

Ann Arbor, Mich.—The Stockbridge Eltr. Co. of Jackson, has finished its eltr. R. P. Copeland is the manager.

Cassopolis, Mich.—I have succeeded Coulter & Peck in the grain, seed, flour, coal and salt business.—R. F. Peck.

Linden, Mich.—Hankins Bros. of Elsie, succeeded me at Flushing. I have bot the eltr. of Fred Welch at this place.—Wm. R. Tompkins.

New Baltimore, Mich.—The eltr. of the New Baltimore Eltr. Co. was burned Sept. 15. Loss \$7,000. The fire started in a car shed close by.

McGregory, Mich.—The Bad Axe Grain Co. will install improved Hall Signaling Grain Distributors in its eltr. at this place and Bad Axe.

Hemlock, Mich.—A building is being erected at the side of the eltr. of Charles Wolahan. It will be 70 ft. long, and will have 20 more bean machines.

Pinconning, Mich.—The Pinconning

Eltr. Co., incorporated; capital stock, \$5,000; incorporators, Edward I. Isbell and Edward R. Riethmiller of Jackson and Jesse T. Wilson of this place.

Niles, Mich.—The Niles Grain Co. has succeeded the Niles Milling Co. The latter company will go out of business. C. B. Bowen will be business manager. The Pears-East Grain Co., of Buchanan, is interested.

Lenox, Mich.—At the annual meeting of the Richmond Eltr. Co., W. H. Acker was elected pres., and A. J. Heath, treas. During the past year the business amounted to \$700,000 and allowed a net profit of \$17,902.75. The stockholders voted a dividend on common stock of 9 per cent and to carry \$15,000 to the surplus fund, \$5,000 having been placed in that fund a year ago. It was also voted to purchase a transfer warehouse in Fort Huron and a number of private box cars, which will greatly facilitate operations in the Thumb.

MINNEAPOLIS.

Barley receipts are running very heavy, attracted by the high price.

The Lyon Eltr. Co. has increased its capital stock from \$50,000 to \$100,000.

Geo. W. Peavey has severed his connection with F. H. Peavey & Co. and will go abroad.

The Van Dusen-Harrington Co. has increased its capital stock from \$1,000,000 to \$1,500,000.

The amendments to the rules of the Chamber of Commerce are published elsewhere in this number of the Journal.

The C. G. Ireys Eltr. Co. incorporated; \$200,000 capital stock; Chas. G. Ireys, pres. and treas., and Karl L. Brackett, secy.

William H. Pierce of the W. H. Pierce Eltr. Co. of La Crosse, Wis., has applied for membership in the Chamber of Commerce.

The McGuire, Atwood Co., incorporated; capital stock, \$300,000. H. G. Atwood, pres.; H. W. Stone, vice-pres., and Arthur McGuire, sec'y-treas.

The Chamber of Commerce will hold its annual election October 3, to choose pres., vice-pres., directors and members of the boards of arbitration and appeals.

The M. C. Wright Grain Co., incorporated; capital stock, \$100,000; incorporators, Milton C. Wright, Benjamin L. Grant, St. Paul; Frank W. Densmore and George A. Cameron.

The Washburn Crosby Co. has increased its capital from \$1,800,000 to \$3,600,000. James Bell, pres., said that the increase covered the plant bot at Buffalo and the large terminal eltr. here.

Watson & Co. have agreed upon a settlement with creditors at 50%, giving notes for the balance. The New York office will be closed and business continued at Minneapolis. At the time of the failure the company had due it about \$85,000 on open grain trades.

The proceeds of the ball game August 17 between the Chamber of Commerce and the Chicago Board of Trade teams were distributed Sept. 18 to 17 different charities. The division of the \$2,100 was in the hands of a committee of which John R. Marfield was chairman.

The loss of the W. P. Devereux Co. on the 1,500 tons of screenings in the old Union Eltr. owned by the Pillsburys, was \$19,000, with \$15,000 insurance; insur-

ance on machinery, \$10,000; loss on building, \$10,000; insurance, \$6,500; loss on machinery, \$7,000; insurance, \$4,500.

Puts and calls were placed under the ban recently by the directors of the Chamber of Commerce in the following resolution: "That this Board of Directors shall not recognize what are known as privilege trades as regular and valid transactions under the rules of this ass'n."

The Lahart Eltr. Co., against which suit for an accounting was brot recently by Thos. Lahart, is in more trouble, E. L. Welch Co. having brot suit to recover \$5,339 on a sale of wheat to a third party, who is now bankrupt. The wheat was delivered to the Lahart Eltr. Co., and by it resold.

The Princeton Roller Mills Co. has asked the court to grant a new trial in the suit brot by the St. Anthony & Dakota Eltr. Co. to recover on a contract for the sale of 2,000 bus. of grain to the mill. The district court of Mille Lacs County had decided in favor of plaintiff.

Clarence A. Brown has been elected general mgr. of the St. Anthony & Dakota Eltr. Co. to fill the vacancy caused by the death of Peter B. Smith. In consequence of Mr. Brown's promotion Thornton W. Hall becomes sec'y, and Fred G. Gerow, ass't sec'y.—Wm. H. Dunwoody, pres.

The Whallon-Johnson-Case Co. is being organized to succeed Piper, Johnson & Co., and Whallon, Case & Co. in the grain commission and stock brokerage business. Active in the management will be J. F. Whallon, Denman F. Johnson, Geo. P. Case and Chas. M. Case, while among those interested are Geo. F. Piper, Walter D. Douglas, E. C. Warner and Geo. C. Bagley.

Charges for switching at Minnesota Transfer were settled recently by the state railroad commission authorizing the transfer company to charge \$5 for moving a car from the plant of any industry to its central warehouse instead of \$1.50 on a broken carload. From one industry to another the charge will be \$1.50 per car. The request of the company to assess charges by the ton was refused.

C. E. Burgess of Devils Lake, N. D., has brot suit against Thos. Taylor of Minneapolis to recover \$25,000 damages for unfavorable criticism of his business methods by reason of which the Chamber of Commerce denied him admission to membership. On Nov. 3, on the floor of Change Burgess asked Taylor to recommend him as a member, but in the hearing of several men the latter said Burgess was a crook and he could prove it. Burgess was later asked to withdraw his application for membership.

MINNESOTA.

St. Clair, Minn.—The Huntting Eltr. Co. is erecting an eltr. here.

Gary, Minn.—Nels Strom has opened the eltr. of the Thorpe Eltr. Co.

Nashua, Minn.—J. L. Vogel will open the eltr. of the Atlantic Eltr. Co.

Darwin, Minn.—I have removed from this place to Togo, Sask.—E. J. Wager.

Wabasso, Minn.—M²x Hensel will take charge of the eltr. of Bingham Bros.

Le Roy, Minn.—Will Pierce of Dexter has rented the eltr. of J. M. Larabee.

Seaforth, Minn.—E. Peterson will manage the eltr. of the Western Eltr. Co.

Luverne, Minn.—Ira N. Brown of Ash Creek has leased the eltr. of K. W. Jargo.

Ottetall, Minn.—Hy. Hunter will take charge of the Homestead Eltr. Co.'s eltr.

Foxhome, Minn.—C. O. Myers will take charge of the eltr. of the Amenia Eltr. Co.

Argyle, Minn.—Wm. Cone has taken charge of the eltr. of the National Eltr. Co.

Storden, Minn.—Mr. Crane of Iowa will take charge of the eltr. of the Skewis Grain Co.

Albert Lea, Minn.—The Huntting Eltr. Co. is building an eltr. at Waldorf (no p. o.).

North Redwood, Minn.—The house of the Great Western Eltr. Co. is closed and will not be opened this year.

Clarkfield, Minn.—B. Jorgenson is the new manager of the Clarkfield Produce Co.

Hatfield, Minn.—J. F. Delaney is the new manager of the Hatfield Farmers Eltr. Assn.

Hills, Minn.—The Farmers Eltr. Co. has been opened with A. C. Ridenour as manager.

Wadena, Minn.—Edward Colson has succeeded Wm. Wilson as wheat buyer for Andrews & Gage.

Herman, Minn.—F. Fahlstrand and A. W. Wells have leased the eltr. of the Du-
luth Eltr. Co.

Browerville, Minn.—The Farmers Eltr. Co. has opened its eltr. with M. Johnson as buyer.

Erskine, Minn.—The St. Anthony & Dakota Eltr. Co. has opened its house with Mr. Dahlberg in charge.

Long Prairie, Minn.—The Farmers Eltr. Co.'s eltr. has been opened with Frank J. Stepan as buyer.

Kasota, Minn.—G. W. Van Dusen & Co. of St. Peter have bot the eltr. of the Peavey Eltr. Co.

Hazel, Minn.—A. R. Jones will have charge of the eltr. of the Hanson & Barzen Milling Co.'s eltr.

Hatfield, Minn.—J. W. Scheier of Adrian bot the eltr. of W. D. Parker. L. Olsen is the new manager.

Hancock, Minn.—J. B. Foley of Northwood, N. D., is the new manager of the eltr. of the Cargill Eltr. Co.

Dawson, Minn.—I have leased an eltr. here owned by J. K. Elliott & Co., of Minneapolis.—G. O. Helvig.

Benson, Minn.—Mr. Argill has succeeded C. A. Day as manager of the eltr. of the Northwestern Eltr. Co.

Granite Falls, Minn.—J. E. Lundquist of Kandiyohi will take charge of the eltr. of the Northwestern Eltr. Co.

Fairmont, Minn.—Frank Beck of Wells is thinking of buying an interest in the eltr. of the Fairmont Eltr. Co.

Kasota, Minn.—Sage Bros.' new cleaning house has nearly been completed by the Younglove Construction Co.

Franklin, Minn.—Oscar Johnson has been chosen as buyer for the Security Eltr. Co. to succeed J. J. Desmond.

Lynd, Minn.—The eltrs. here shipped about 220,000 bu. of grain last yr. This year receipts will be much lighter.

Downer, Minn.—Extensive repairs have been made on the eltr. of the Anchor Grain Co. Ira Bishop is the agent.

Tracy, Minn.—A. M. Roos of Lambert

will have charge of the eltr. of the Farmers Eltr. Co., recently incorporated.

Vesta, Minn.—Schmid & Anderson have opened their eltr. here for the season. J. Kuntz is their agent.—R. Crooks.

Fosston, Minn.—John McBrady of Graceville will have charge of the eltr. of the St. Anthony & Dakota Eltr. Co.

Steen, Minn.—The eltr. for Edmonds & Londergan of Marcus, La., has been completed by the Younglove Construction Co.

Ruthton, Minn.—The Ruthton Mill Co.'s plant is closed. The proprietor could not make it pay and is now looking for a job.

Stewartville, Minn.—F. C. Thomas will have charge of the eltrs. of the W. W. Cargill Co. on the Chicago Great Western Ry.

Airlie, Minn.—The Airlie Eltr. Co. has built an addition to its coal shed. The wagon scale for coal has also been rebuilt.

Hutchinson, Minn.—The Columbia Eltr. Co. has bot the eltr. of E. W. Sumner. A. H. Nieno has been put in charge.

Albert Lea, Minn.—H. A. Wilkinson has taken up active management of the eltr. belonging to his father, C. M. Wilkinson.

Carthage Junction Sta., East Grand Forks, P. O., Minn.—Thos. Stendle will take charge of the eltr. of the Monarch Eltr. Co.

Marshall, Minn.—G. W. Van Dusen & Co. have completely overhauled their eltr. and have installed a new Fairbanks Gasoline Engine.

Eagle Bend, Minn.—The Interstate Grain Co. has leased the eltr. of the National Eltr. Co. and will open it the coming season.

Florence, Minn.—Wm. H. Schmitt of Ruthton is the new grain buyer for the North Western Eltr. Co. He will move his family here.

Luverne, Minn.—Geo. O. Farrell has resigned his position as local agt. of the Hubbard & Palmer Co. to travel for the Kasota Eltr. Co.

Dexter, Minn.—Mr. Stephenson, of the former Pierce-Stephenson Grain Co., is forming a new company to have headquarters here.

Sedan, Minn.—The Atlantic Eltr. Co. and the Osborn-McMillan Eltr. Co.'s eltrs. which were recently burned will be rebuilt this fall.

Cottonwood, Minn.—The Northwestern Eltr. Co. is discarding horse power and installing a new gasoline engine. Mr. Anderson is the mgr.

Duluth, Minn.—All Duluth dealers have adopted the weight of 48 lbs. to the bu. of barley in compliance with the law, instead of 50 lbs. as heretofore.

Menahga, Minn.—Peter Plein died Sept. 11, from appendicitis. He was an owner and manager of the eltr. and vice pres. of the State Bank of Menahga.

Whalen, Minn.—Geo. Nash has succeeded A. L. Jones as grain buyer for the W. H. Pierce Eltr. Co. Mr. Jones will in a short time join his family in Florida.

French, Minn.—Barleton & Wright remodeled their eltr. this fall and put in dump scales, making it an up-to-date eltr.—H. L. McDougall, agt., Amenia Eltr. Co.

Slayton, Minn.—Aaron Domes, of Winnebago City, formerly manager of the eltr. of the Plymouth Eltr. Co. at that

place, will work for the same company here.

Airlie, Minn.—The eltr. of Walter Parks is closed and will not be operated this year. The plant is being very much neglected and will soon be ready for the junk pile.

Airlie, Minn.—This is a good grain point. Last year the firms marketed 350,000 bus. of grain but this year there will not be more than 200,000 bus. of grain marketed.

Crookston, Minn.—W. H. Williams, formerly with the National Eltr. Co., is charged with the forgery of a note for \$1,500, which he deposited with the bank of Crookston.

St. Paul, Minn.—Judge Lochren on Sept. 20 granted the petition of railroad stockholders for an injunction restraining temporarily the enforcement of the commodity rate law.

Duluth, Minn.—Eltrs. D and G of the Consolidated Eltr. Co. are to be declared regular by the Board of Trade, giving the exchange over 10,000,000 bus. of regular eltr. capacity.

Marshall, Minn.—Next season there will not be 200 acres sown into wheat in this territory. Farmers are going heavy into rye and barley.—W. F. Simons, mgr. G. W. Van Dusen & Co.

Morgan, Minn.—The eltr. of the Sleepy Eye Mig. Co. was struck by lightning 3 weeks ago. Outside of a few shingles torn from the roof of the cupola there was no damage done.

Pipestone, Minn.—E. A. Brown's eltr. is closed and will not be opened. The Interstate Eltr. Co.'s plant is closed and will not open this year. The Bennett Grain Co.'s eltr. is not in operation.

Marshall, Minn.—W. W. Simons is the new manager of the Marshall Milling Co.'s eltr. here. The Mutual Eltr. Co., which succeeded the Western Eltr. Co., is having some repairing done on its eltr.

New Richland, Minn.—Mike Bumgardner has succeeded Geo. B. Stearns as manager of the eltr. recently bot by the New Richland Eltr. Co. Mr. Stearns' ill health is the cause of his resignation.

Morgan, Minn.—I have been buying grain at this station since 1865, and I am probably the oldest buyer in point of service on the C. & N.-W. R. R. west of Winona.—H. G. Eaton, mgr. Sleepy Eye Milling Co.

Redwood Falls, Minn.—The Farmers Eltr. Co. last year paid a dividend of 6%. G. A. Paton, who formerly owned the eltr., is the manager. His eltr. burned and a new up-to-date plant was completed last fall.

Echo, Minn.—The Columbia Eltr. Co.'s house is not in operation and will not be this season. It is old and rapidly going to pieces. The Security Eltr. Co. opened its house about Aug. 15 with H. O. Homme in charge.

Henning, Minn.—A. N. Nelson of Parkers Prairie, has taken charge of the Woodworth Eltr. Co.'s eltr. He will remove his family here. Herman Berglund has succeeded Iver Bondy as buyer for the Homestead Eltr. Co.

Mapleton, Minn.—W. D. Gregory and W. J. Jennison of Minneapolis, representing the Powers Eltr. Co., have bot the eltrs. which for the past year have been owned by J. H. Dobie & Co. Mr. Dobie has been retained as manager.

Gilfillan, Minn.—The eltr. of Bingham Bros. is closed and probably will not be

opened this year, as one house here can easily take care of this year's crop. Bingham Bros. had an agent here, but it got too lonesome for him and he resigned.

Climax, Minn.—The Barnett & Record Co. has a crew of men building a new eltr. for the St. Anthony & Dakota Eltr. Co. to replace the one that was burned in Aug. It will have a capacity of 30,000 bu.—J. M. Johnson, agt. the Northwest Eltr. Co.

Sleepy Eye, Minn.—The general opinion of grain men in this vicinity is that farmers will have to stop raising wheat and raise more oats and barley. In the last few years wheat has averaged so little per acre that it does not pay farmers to grow it.—L. F. C.

Hanley Falls, Minn.—The Northwest Eltr. Co. will do away with horse power and will soon install a gasoline engine. The three eltrs. at this station marketed about 120,000 bu. of grain last year and the buyers expect as large a business this year.

Evan, Minn.—The eltr. of R. H. Bingham of Sleepy Eye has not been in operation for four years and will not be opened, for the other two eltrs. here barely make expenses. There is not enough grain handled, one eltr. firm could easily take care of all the business.

Clarkfield, Minn.—The eltr. firms receive some very bad cars for loading. The railroad company insists that they load the coal cars going back and these are generally in very poor shape, often necessitating nailing up both ends, taking about $\frac{1}{2}$ day to complete the job.

Redwood Falls, Minn.—There are four eltrs. on the C. & N. W. line and last year these firms handled 300,000 bus. of grain. This year shipments probably will not reach 225,000 bus. The farmers are beginning to raise coarser grain and amount handled will not decrease from year to year as predicted by dealers at other stations.

Morgan, Minn.—I never saw as poor a crop of wheat as we have this year. The farmers will simply have to give up raising wheat, for this country has seen its best days of wheat growing. They must go more into barley, oats, corn and rye. I have been preaching this for years.—C. B. Root, mgr. Farmers Eltr. Co.

North Redwood, Minn.—The two eltrs. here will probably market 100,000 bus. of grain this year. Last year our receipts were not that high, for Redwood Falls cut us off by paying above the market. I've bot grain here for 21 years and never saw barley as high as it is at present.—A. G. Treadwell, mgr. Pacific Eltr. Co.

St. Paul, Minn.—The Minnesota Shippers and Receivers Ass'n has issued a call for a meeting to-day to consider the injunction by Judge Lochren against the commodity rate law. One of the matters considered is the starting of suits in different counties simultaneously by the prosecuting attorneys against the railroads to enforce the commodity rate law.

Clarkfield, Minn.—Forty years of wheat raising has played out the ground in this vicinity and farmers will now have to stop raising this grain for awhile and diversify their farming more. On account of barley fetching such a high price the farmers are selling every bushel they raise and are not holding back any for feed. Julius Hanson, mgr. Security Eltr. Co.

Echo, Minn.—The American Grain Co.

sold its eltr. to the Independent Eltr. Co. Oscar C. Walters is the mgr. This house is 50 ft. off the side track and a long loading spout extends from the top of the eltr. to the track. Mr. Walters recently repaired the driveway and made other improvements. The Farmers Warehouse Co. has succeeded the Pacific Eltr. C. H. B. Engel is the mgr.

Redwood Falls, Minn.—Several farmers have experimented with a new kind of wheat named 188 Minnesota submitted by the Minn. Experimental Station and results from this wheat turned out very satisfactory. This wheat averaged from 18 to 20 bus. per acre and some farmers got 26 bus. per acre. Our other wheat averages from 11 to 13 bus. per acre. Yield on all grain will be poor all around.—W. F. Jackson, mgr. Eagle Roller Mill Co.

Morgan, Minn.—There are four eltrs. and one mill here and two eltrs. and one mill would be a great plenty, would handle all the grain easily. Last year the buyers handled 175,000 bus. of wheat and this year there will not be over 100,000 bus. Farmers in this vicinity stuck pretty well to wheat, but they will have to give it up and diversify farming more, for wheat don't pay as our seasons of late are too wet.—H. G. Eaton, Mgr. Sleepy Eye Mfg. Co.

New Ulm, Minn.—Bingham Bros. have enlarged the power house adjacent to their new cleaning house and are installing a 100 h. p. gas suction engine in place of two 20 h. p. gasoline engines. M. A. Bingham says: "We expect to run this 100 h. p. gas engine as cheaply as one 20 h. p. gasoline engine. We produce our own gas and expect to save from \$2 to \$3 per day in operating expenses. I bot grain at this station for 25 years and in all this time there was not one carload of oats shipped out."

Marshall, Minn.—The Great Northern R. R. furnishes us with fine cars and we have no kick coming. We are having no trouble in getting empties, but are experiencing much trouble in getting cars of coal. Last year the four eltrs. here marketed about 300,000 bus. of grain and we'll be tickled to death if we get in 200,000 bus. of grain this year. An agent in a fair-sized city must receive a pretty good salary, for in order to stand in with the farmers he must continually contribute to charities.—E. C. Loomis, Mgr. Northwestern Eltr. Co.

St. Paul, Minn.—Few changes were made in grades of grain by the state board of appeals at its annual meeting Sept. 4. The test weight on oats was lowered from 29 to 28 lbs. for No. 3 white, and from 25 to 24 lbs. for No. 4 white. Test weights were prescribed for durum wheat, No. 1 to weigh 60 lbs., No. 2, 58, and No. 3, 55 lbs. per bu. A moisture test was adopted for corn, No. 1 being allowed 15%; No. 2, 15½%, and No. 3, 19% of moisture. A dockage allowance on oats and barley was requested by receivers who appeared before the board, stating that they were forbidden by the recently enacted statute from protecting themselves by buying at less than the legal weight per bu. The request was denied and the board further decided upon the complaint of any farmer that the railroad and warehouse commission should prosecute anyone buying at less than the legal weights. This resolution hits at the practice of certain buyers to take 33 lbs. for a bushel of oats and 55 lbs. for the bushel of barley.

MISSOURI.

Kansas City, Mo.—A decision on the validity of the 25¢ tax on grain futures is expected soon from the federal court.

St. Louis, Mo.—The Young & Harrel Commission Co., incorporated. D. W. Young is the head of the new firm. They will deal in grain, hay and millfeed.

Pleasant Hill, Mo.—J. H. Hon has bot the eltr. property, coal, grain, hay and seed business of S. M. Cook. The name of the new firm is the J. H. Hon Transfer Co.

The Missouri State Railroad and Warehouse Commissioners have been making a tour of inspection thru the eltrs. Are they looking for opportunities to place more politicians at the public crib?

St. Louis, Mo.—On Sept. 10 the Teichmann Commission Co. had been continuously engaged in the grain commission business for just 50 years. Pres. Chas. H. Teichmann, the 75 years old, is still the active business head of the firm. He has been spending the summer at Rye Beach, N. H.

St. Louis, Mo.—Receivers are circulating a petition for a vote on a proposed new rule of the Merchants Exchange permitting an interest charge of 6 per cent or more, the current rate, on advances upon Bs/L of shipments consigned or sold on St. Louis weights and inspection.

Kansas City, Mo.—The Gulf Eltr., formerly operated by W. H. Harroun, was sold to the Kansas City Southern Ry. by Milton Tootle, Jr., into whose hands it passed at the time of the failure. The consideration was \$100,000. The eltr. has not been operated for some time, and it is thought that the railway will reopen it.

Kansas City, Mo.—The atty.-gen. of Kansas has instructed the prosecuting atty. of Wyandotte county, Kan., and Chief Grain Inspector J. W. Radford to investigate the 100-lb. deduction from the weight of cars of grain unloaded at the eltrs., against which complaint is made by the Kansas Grain Dealers Ass'n.

Kansas City, Mo.—Early preparations will be made for the corn contest exhibition to be held at this city next year. The following committee of arrangements has just been announced: C. J. Schmelzer, chairman; R. E. Sterling, sec'y; A. A. Whipple, C. W. Lonsdale, E. L. Howe, J. C. Swift, F. D. Crabb, H. L. Nicolet, Howard McCutcheon, E. F. Swinney, Fred S. Doggett, J. W. McCoy and L. W. Shouse.

Kansas City, Mo.—I am still receiving many complaints both from local dealers and country shippers as to the condition of cars furnished by the railroads to carry grain. In some cases it is claimed that my estimate of 40 per cent on the disabled cars is too low. The railway officials have written stating that efforts were being made to improve the condition of the cars.—J. G. Goodwin, Chief of Board of Trade Weight Buro.

Kansas City, Mo.—Because the Board of Trade gave employment to union operators the Western Union Telegraf Co. shut off the Chicago and Minneapolis grain quotations without warning. Thereupon the Board obtained an order of court requiring the telegraf company to continue its service, and the company agreeing to do so, without reference to

whether the operators were union or non-union, the injunction suit was dismissed.

St. Louis, Mo.—An embargo on grain for St. Louis was announced recently at Omaha by the Burlington. Owing to the congestion of traffic on the railroads east of St. Louis the Burlington will not take any grain consigned to St. Louis until further notice and has notified shippers to this effect. No Burlington or foreign cars will be loaded with grain to St. Louis or East St. Louis, no Burlington car will be loaded to these points or beyond, and foreign cars may be loaded with grain on the Burlington only when destined to points on connecting lines beyond St. Louis. Local officials of the road say the eltrs. at St. Louis are full of grain and the roads beyond are swamped with it.

Kansas City, Mo.—To the American Society of Equity, controlled by the dollar wheat agitators, B. R. Beall, of the Farmers Terminal Grain Co., recently made the following proposition to hold the southwestern wheat crop for \$1.25 per bu.: "The Farmers Terminal Grain Co. will store grain at rates not to exceed 1¢ per bu. per month storage and $\frac{1}{2}$ of a cent per bu. per month insurance and will arrange to make liberal advances on warehouse receipts for grain so stored with insurance policies attached not to exceed 7 per cent interest." If the agitators can offer no better terms than these the wheat growers will find it more profitable to deal with established concerns.

MONTANA.

Red Lodge, Mont.—The A. L. Babcock Milling Co., of Billings, will erect an eltr. here.

Belgrade, Mont.—The Farmers Alliance of Gallatin County has let the contract for an eltr. of 175,000 bus. capacity, composed of 12 steel tanks and working house, to the Minneapolis Steel & Machinery Co.

NEBRASKA.

Norman, Neb.—R. Inskeep is out of the grain business.

Carleton, Neb.—The eltr. of J. H. Gregg was burned Sept. 5.

Sedan, Neb.—Bohling Bros. have bot the eltr. of Brooking Bros.

Deshler, Neb.—E. M. Uphoff has succeeded M. A. Osborn in the grain business.

Diller, Neb.—F. E. Hale has taken charge of the eltr. of the Farmers Grain Co.

Palmer, Neb.—George Luisdale has bot the grain business of John Reimers & Son.

Humboldt, Neb.—The eltr. of Powers Bros., and G. W. Butterfield & Co's eltr. are being moved.

Concord, Neb.—The Benson Grain Co. has completed repairs on its eltr. and is ready for the fall crop.

Omaha, Neb.—Elsewhere in this number of the Journal will be found the revised rules of the Grain Exchange.

Omaha, Neb.—The Williams & Fitzhugh Co., of Memphis, Tenn., has re-opened its office here, with J. H. Bray as mgr.

David City, Neb.—Homer Schaff, who has been manager of the Spelts Grain

Co. since the death of Louis Spelts, has bot the eltr.

Lincoln, Neb.—The Wright-Leet Grain Co., incorporated; capital stock, \$100,000; incorporators, John B. Wright, E. Leet and F. E. Roth.

Jackson, Neb.—Season generally has been bad for dealers on account of farmers being unable and unwilling to fill oat contracts.—A. C. Carroll.

Omaha, Neb.—E. G. Hudnall, the new mgr. of the Omaha office of Ware & Leland, has been admitted to membership in the Grain Exchange.

Campbell, Neb.—The eltr. of H. Gund & Co. was burned Sept. 10 at 10 o'clock a. m., with about 2,500 or 3,000 bus. of grain. The building was insured.

Waterloo, Neb.—The Waterloo Eltr. Co., incorporated; capital stock, \$10,000; incorporators, James C. Robinson, Mary T. Robinson and Robert E. Neitzel.

South Sioux City, Sioux P. O., Neb.—The Lake Crystal Distilling Co. has let the contract to the Younglove Construction Co. for the erection of an eltr. and a grain cleaning house.

Grand Island, Neb.—The eltr. of the Sears Grain Co. was burned Aug. 12, also a storeroom of hay. The company lost \$500 worth of hay besides the loss on the buildings. Insurance, \$900.

Omaha, Neb.—Changes have been made in the weighing and inspection rules of the Grain Exchange to bring them up to date. The changes are published in another column of the Journal.

Broken Bow, Neb.—We have not sold any of our eltrs., but have changed the location of our headquarters from Bradshaw to Broken Bow in order to handle a telephone system in connection with the grain business.—J. H. Currie.

Omaha, Neb.—The Updike Milling Co., incorporated; capital stock, \$50,000; N. B. Updike, pres.; F. A. Howard, vice pres.; A. Edgcomb, sec'y. The company will operate the plant of the Omaha Milling Co., recently purchased.

Plattsmouth, Neb.—The Duff Grain Co., of Nebraska City, will tear down its eltr. at this place and rebuild it in a better location. The company will also move its eltr. at Cedar Creek to Louisville, after it has remodeled its eltr. at Franklin.

Omaha, Neb.—Steel grain tanks of 500,000 bus. capacity will be erected by the Merriam & Holmquist Co. in connection with its eltr. B, which now has storage for only 150,000 bus. tho it can handle 75 cars per day. Work will begin next spring.

Indianola, Neb.—On three cars of corn we shipped Phelps-Donahue Grain Co., Denver, Colo., it charged us \$26 demurrage on one car and \$17 on another. It also charged telephoning, etc., besides its commission and a big shortage on weights of two cars.—Wm. McCallum & Co.

Omaha, Neb.—The Cavers Eltr. Co. incorporated to succeed Cavers-Von Dorn Eltr. Co. in the receiving and shipping business, operating a terminal eltr. at Council Bluffs and country eltrs. at Neola and Underwood, Ia. J. A. Cavers is pres., and C. D. Sturtevant, sec'y and treas. of the new company.

Lincoln, Neb.—The federal court on Sept. 10 granted the railroads an injunction temporarily restraining the state railroad commission from enforcing its order of Aug. 17 reducing the rates on grain. Now Governor Sheldon advo-

cates a constitutional amendment taking from federal courts the right to enjoin state officials from enforcing state laws.

Lincoln, Neb.—The state railroad commission issued a formal order Sept. 17 commanding the Willmar & Sioux Falls Ry. to furnish cars along its line for the shipment of grain to Omaha. It had been charged in the complaint by the Omaha Grain Exchange that the road discriminated in favor of Sioux City and Minneapolis against Omaha and South Omaha. Cars must be furnished irrespective of destination, says the commission.

Omaha, Neb.—Among the firms who will remove from the Board of Trade bldg. to the new Brandeis bldg. are: The J. H. Hamilton Co., C. D. Sturtevant, Nebraska-Iowa Grain Co., George C. Thompson, Anchor Grain Co., S. Vincent, E. E. Huntley, the J. Rosenbaum Grain Co., the Armour Grain Co., Merriam & Holmquist Co., the Weekes Grain & Live Stock Co., the J. E. Von Dorn Commission Co., W. C. Sunderland and the Nebraska Hay & Grain Co. All these will go on the fifth floor and in addition the Transmississippi Grain Co. The Omaha Eltr. Co. has taken offices on the sixth floor of the building. The Updike Grain Co. and the Nye-Schneider-Fowler Co. will remain in the Bee bldg.

NEW ENGLAND.

Fitzwilliam, Mass.—Parker's new eltr. is about completed.

Boston, Mass.—The word "new" was ordered dropped from the grading of oats Sept. 14 by the grain committee of the Chamber of Commerce.

Boston, Mass.—Two men were smothered in a bin of the Mystic Wharf Eltr. Sept. 14. Jas. P. Stewart, foreman, and for 30 years in the employ of the Boston & Maine, and Michael M. Nolan, also an experienced grain handler, employed by the F. E. Chandler Grain Co., entered bin 25 ft deep nearly full of corn from the burned eltr. at Lawrence, and tried to dislodge the grain clogging the outlet to permit the contents to be loaded into cars. Suddenly the mass gave way and both were drawn down and buried. Aid was called immediately but they were dead when taken out.

NEW YORK.

Buffalo, N. Y.—The Marshall Milling Co. has bot a site and will erect a mill.

Albany, N. Y.—W. Sanford Vanderzee is interested in the erection of an eltr. at this place.

Buffalo, N. Y.—The plant of the Buffalo Cereal Co., which was partly destroyed by fire Aug. 23, has been repaired and made ready to run.

Buffalo, N. Y.—While on 'Change recently John D. Shanahan said he hoped to have a government grain testing laboratory established here.

New York, N. Y.—In "Letters from Dealers" in this number will be found the notice by the railroads that they will pay no shortages on no grade grain.

Antwerp, N. Y.—The Feed & Supply Co., incorporated; capital stock, \$15,000; incorporators, Robert Dickson, W. S. Angsburg and Frank A. Angsburg.

Rochester, N. Y.—The suit between the Whitney Eltr. & Warehouse Co. and the Traders National Bank over some mortgaged property has been discontinued.

New York, N. Y.—It is expected that New York will send a large delegation to the Grain Dealers National Convention. About thirty have joined the Ass'n since last year.

New York, N. Y.—The get-rich-quick operator of the U. S. Cereal Co., J. Franklin Everhart, was taken into custody recently on his arrival from Europe, after three years' absence.

Buffalo, N. Y.—A levy has been made upon the property of the Lackawanna Mill & Eltr. Co., which has been closed several days, while Mgr. Burkett was recovering from an encounter with the bulls in the grain pit.

Buffalo, N. Y.—The Frontier Eltr. & Mill Co. will succeed the Frontier Eltr. Co. The Washburn-Crosby Co., millers of Minneapolis, has used the plant for years and now has bot up the stock of the company. Leonard Dodge remains as mgr.

New York, N. Y.—This notice was posted on Exchange floor recently: In order to relieve the eltr. situation in restoring "No Grade" car lots of wheat the inspector will on and after today grade as steamer three red all wheat arriving which is three red in quality, but too soft in condition for that grade, under the same general rule by which the grade of steamer two red was established.—By Order of Comite on Grain. W. H. Kemp, chairman.

New York City.—The grain business in New York is not generally in first-class shape owing to certain commercial conditions affecting the Wall street contingent, and the general high prices of grain. The question here is not how to get grain, but how to dispose of it and get the money for it. Consumers that usually purchase grain in large quantities, particularly oats, have been buying from hand to mouth in hope that prices would drop, and secondly, because money is hard to get to pay for them. Oats are arriving in goodly quantities and some of them in pretty good condition. It is worthy of note that clipped oats and those put in prime condition are bringing a premium of 4 to 5 cents per bu. over those slightly out of condition. Probably the worst feature of the grain situation here is the telegraphic conditions. In the West grain men may communicate by telephone or mail with their customers, but New Yorkers are too far away to do either, and therefore business has been seriously curtailed. Prices generally are so high that grain meets with very slow sale after it arrives. One receiver got 150 cars of oats on consignment last week and was able to sell only 15 of them at prices asked. Export corn is at a standstill. The local demand for corn is the best it has been for some time and it is bringing 6c over export price. There is a good demand for wheat and the foreign buyers are taking it freely, as they believe all raised in this country for export will be needed. Last year at this time several million bushels of new corn had been sold for November, December and January delivery, but this year there is scarcely one million. Exporters think price is too high and it will have to come down considerably before any exporting can be done. The conservative element in New York predicts what they fearlessly term "hard times" for the next 60 days, and the pessimists declare we're on the verge of a panic.

Buffalo, N. Y.—At the hearing by the Public Utilities Commission the grain

men promptly responded to the request for information, and disclosed an amazing inefficiency of railroad service. Sec'y Pond of the Corn Exchange, with reference to a tabulated statement of delays, stated that these delays vary from six days to 66 days. The most aggravated case is that of an order placed with the New York Central for 26 cars to be delivered at the City Eltr. on Oct. 23, 1906. These cars were not delivered until Dec. 28. A second statement shown by Mr. Pond related to delays on the B. R. & P. and the Pennsylvania railroads. The delays varied from eleven to 35 days. The tabulations were compiled from seven different firms. One delay on the Central consisted of delay in getting a car. The order was filed Oct. 24, last, and the car was not received until Nov. 27. Ten or 15 more days were required before this car was delivered in Rochester, its destination. Another case shows a delay of 20 days in getting a car and a delay of two weeks, after the car was loaded, before it was delivered in Rochester. On the New York Central, H. T. Burns said, we had the most difficulty. We don't have so much delay on the other roads. On the Lehigh Valley our business is satisfactory and on the D. L. & W. it is eminently fair. On the Erie, at times, we have delays. We frequently get cars of the D. L. & W. in from 48 to 72 hours, usually in from three to four days. I consider five days a fair time in which to furnish cars. I think there is no difference whether we order one car or 10 or 15." S. W. Yantis said in 24 years' business here he never heard of an Erie, Lackawanna or Lehigh Valley car being taken away during the night and used for other business once such cars had been sent to the grain men. Mr. Yantis said the cars on these roads always were held until the following morning. "I want to say," said Chairman Stevens, "that every railroad entering Buffalo should be obliged to furnish cars to any eltrs. in Buffalo. I may be all mixed up about this, but that's the proposition on which I stand. If it isn't the law, it strikes me it should be; otherwise, I can't see how Buffalo can expect to do business properly."

BUFFALO LETTER.

The Corn Exchange has ordered that after Oct. 7 all sales made on the floor shall be reported to the doorkeeper.

Grain receipts by lake are about as light as they ever are in mid-season, being only 1,500,000 bushels during the second week of September. Barley begins to come in some, but there were neither oats nor rye in the list.

Car grain has not dropped off as grain has, the Corn Exchange having for inspection of corn and oats alone from 70 to 100 cars a day. Track wheat is in very light supply, sometimes being less than the always moderate demand.

George H. Gisel, who was for several years connected with the late James H. Rodebaugh in the grain and feed trade on 'Change, has gone into the business on his own account. He is well versed in it and has the confidence of the trade generally.

Grain dealers report a good natural demand for both oats and corn, tho actual sales have been reduced considerably by price unsteadiness. It is so hard to get wheat feeds that corn and oat millers are more active than usual. With wheat bran \$25.50 here for coarse winter in bulk the mills are all short of it.

The amount of grain by lake taken

into eltrs. has been about 2,000,000 bus. in excess of last season right along for months, but the light receipts of late have cut the margin down very low and it will soon be a deficiency if the receipts do not increase. A good fall movement from Duluth is looked for.

The Watson Eltr. burned Sept. 21. It had not been used for several years. Having no rail connection, free canal elevation cut it off. The plant was owned by the S. V. R. Watson estate and S. S. Spaulding. Loss, \$40,000. The blaze for a short time threatened the Bennett Eltr.

The break in the canal at Syracuse still has a way of breaking out as often as it is repaired, but is expected to be mended securely in a very short time. On the second repairing about 90 boats were taken past it, but the other 300 are still waiting for a third break. The canal was making a fine record and is much needed in the grain trade.

Marine men are saying that the report that cars are plenty in Chicago while they are scarce in Buffalo is quite significant, as it might easily be part of a scheme to oblige grain shippers to patronize all-rail routes rather than lake-and-rail. If cars were massed in Buffalo instead of in Chicago the shippers would suffer much less by delay, as the lake fleet would do much more of the grain carrying than it does. Chicago ships very little grain by lake now.

Manager Pierce of the Kellogg Eltrs. stated to the Utilities Commission that he had been beaten out of business repeatedly by the New York Central, which seemed to make it a regular practice to keep his eltrs. congested. Mr. Pierce said that the grain receipts by lake had fallen to about one-half what they used to be because the roads would not furnish enough cars to keep the eltrs. running. The hearing will be resumed Oct. 14.—J. C.

NORTH DAKOTA.

Tolna, N. D.—John D. Gruber is erecting an eltr.

Lowden, N. D.—J. A. Martin will erect an eltr. here.

Dickey, N. D.—D. E. Palmer is erecting a 40,000-bu. eltr.

Crosby, N. D.—The Kenmare Milling Co. is erecting an eltr. here.

Mohall, N. D.—McCabe Bros. have bot the eltr. of the Burgess Eltr.

Mandan, N. D.—The Dickinson Mercantile Co. has leased a site for an eltr.

Napoleon, N. D.—The new eltr. of the Chase Lumber Co. is about completed.

Joliet, N. D.—Theodore Landru, of Garfield, will buy wheat for Andrews & Gage.

Wyndmere, N. D.—W. R. McGran of Minnesota, is buying grain for Andrews & Gage.

Cando, N. D.—The Cando Roller Mills Co. is having a 30,000-bu. addition built to its eltr.

Velva, N. D.—I have charge of the eltr. here of C. G. Ireys.—M. W. Zeches, formerly of Russo.

Deering, N. D.—F. W. Roberts, agt. for the Victoria Eltr. Co., has returned from Berwick, Pa.

Maxbass, N. D.—Shepard & Sowle have just completed an eltr. with a capacity of 50,000 bus.

McCanna, N. D.—The St. Anthony & Dakota Eltr. Co. will rebuild its eltr. that was burned recently.

Drake, N. D.—E. R. Freeman of Mercer, has bot the eltr. of M. B. Lytle, and will move his family here.

Buchanan, N. D.—J. H. Poole and T. M. McLaine will buy grain again this year for the Buchanan and Monarch Eltrs.

Hensel, N. D.—The eltr. of McCabe Bros. was struck by lightning Sept. 14. The fire was put out before much damage was done.

Grandin, N. D.—The eltr. of the Peavay Eltr. Co. has been opened after being closed for two years. Mr. Hadlock will be in charge.

Harvey, N. D.—J. J. Billigmeier has bot the interest in the eltr. of the Harvey Farmers Co-Operative Ass'n, held by Ignatz Hagel.

Sykeston, N. D.—John Scheidt of Minnesota Lake, Minn., is agent for the new T. H. Cousin's eltr. He expects to move his family here.

Brockett, N. D.—The National Eltr. Co. has a force of men at work on its new eltr. to replace the one that was burned some time ago.

Beach, N. D.—The Farmers Eltr. Co., incorporated; capital stock, \$10,000; incorporators, J. D. Halstead, Geo. Gilbertson, Kerl Olson and others.

Harwood, N. D.—The Harwood Farmers Eltr. Co., incorporated; capital stock, \$50,000; P. O. Engebretson, August Landblom and Erick Petersen.

Ashley, N. D.—The eltr. of Mr. Tschetter, being erected by the Younglove Construction Co. is under roof and will soon be ready to receive grain.

Dunseith, N. D.—The Farmers Eltr. Co., incorporated; capital stock, \$10,000; incorporators, Homer E. Smith, Angus Gillespie, Louis LaFrance and others.

Balfour, N. D.—The Farmers Store & Eltr. Co., incorporated; capital stock, \$49,800; incorporators, P. H. Moriarity, J. W. Moriarity and Mr. Lombard.

Minto, N. D.—The Commercial Club is at the head of a movement to lease an eltr. The Atlantic Eltr. Co. has opened its eltr. with J. J. Sweeney in charge.

Kenmare, N. D.—The contract for the erection of the Farmers Eltr. Co. at Norma, recently incorporated, has been let to Anton Little. It will have a capacity of 25,000 bus.

Lignite, N. D.—I am going to buy grain for the St. Anthony & Dakota Eltr. Co. at this place. I was formerly with the Powers Eltr. Co. at Josephine, N. D.—M. L. Jensen.

Voss, N. D.—The Farmers Eltr. Co., incorporated; capital stock, \$20,000; incorporators Albert Heron and Adolph Hlubek of this place, and Joseph F. Lovin of Grafton.

Bismarck, N. D.—During the past six weeks the state railroad commission has received \$15,000 for eltr. licenses, and it is expected the total this year will be \$20,000.

Fessenden, N. D.—The new eltr. of the Heaton Lumber Co. will be ready for use in two weeks. It will have a capacity of 40,000 bus. The cribbing is 24x35x50 ft. high; entire height, 70 ft.

Flaxton, N. D.—I have been holding down a claim at Max and was not connected with the grain business until I took my present position with the Farmers Eltr. Co., which has bot the eltr.

and annex of the Woodworth Eltr. Co.—C. E. Miller.

Portland, N. D.—Hans P. Engh, for many years mgr. for the Cargill Eltr. Co., was whirled to death by a shaft on Sept. 14. While oiling the machinery his clothing caught on a shaft, which whirled him around and threw him into the pit. An arm was nearly torn from his body and a leg was broken. He was otherwise cut and bruised, and died in two hours.

Dresden, N. D.—R. Fleming is putting an addition to his eltr. The recent windstorm blew his eltr. off the foundation and he has it back in place now. The Amenia Eltr. Co. is putting a new foundation under its eltr. and will erect an addition to its eltr. to make room for the big crop, as the car shortage gets so bad here there never is room.—Joe Getchen, agt. The Federal Eltr. Co.

OHIO.

Delphos, O.—Botzum Bros., of Akron have built a new grain eltr. at this place.

Toledo, O.—Since Sept. 16 the public eltrs. have been allowing 50c per 100 lbs. for screenings.

Urbana, O.—Scoop shovels are operating at Cable and Woodstock.—W. B. Woodward & Son.

Cincinnati, O.—Newton W. Austin has applied for membership in the Cincinnati Chamber of Commerce.

Cincinnati, O.—The Chamber of Commerce has adopted the rule of the National Hay Ass'n. for grading alfalfa hay.

Don't forget the regular fall meeting of the Ohio Grain Dealers' Ass'n. at the Chittenden hotel, Columbus O., Nov. 5.

Defiance, O.—The Farmers Grain Co. has installed a new engine and boiler, and has added a new engine room to its eltr.

Toledo, O.—The East Side Iron Eltr. Co. has reconsidered its intention to advance the storage charges on grain. The changes effective Oct. 1 are that elevation will be $\frac{1}{2}$ cent with 15 days' free storage instead of 10. Oats will be clipped for $\frac{1}{2}$ cent.

Columbus, O.—One of the local buyers, who received an order for a car of corn for the South Carolina lumber region, on figuring the freight, found he was compelled to make a price of 90 cents per bu. at destination, and says he was almost ashamed to quote the price.

Toledo, O.—On drafts made payable with exchange the banks here always make us pay it. Shippers should be careful and not use drafts that have the words "With exchange" printed thereon, and if they do just run your pen through same because if they come in here that way the banks will always charge.—J. F. Zahn & Co.

Fort Recovery, O.—The accident in the Jay Grain Co.'s eltr., Sept. 4, in which Mgr. E. T. Reise had his leg so badly crushed that it had to be amputated, has resulted fatally. His pantaloons leg was caught on a set screw and his limb was wound around the shaft, crushing it to a pulp. The limb was amputated at the hip joint and he died at 9 o'clock that night. Mr. Reise was very popular with his trade and well liked throughout the community. Another victim of the unguarded and deadly set screw.

Basil, O.—D. S. Cook & Co., have filed a complaint with the Interstate Com-

merce Commission against the T. & O. C., the B. & O. S-W and the B. & O. R. R. for discrimination against Basil in the matter of joint rates to West Virginia. It is provided in the law that upon complaint of any freight rates on interstate traffic, the commission shall make investigation and shall report its findings to the railroad company or companies complained against, with a request to make such changes as the commission may advise, and if such changes are not made within a reasonable time the Commission shall apply, by petition, to the Interstate Commerce Commission for relief.

OKLAHOMA

White Eagle, Okla.—I am in the grain business at this station, but reside at Ponca City.—W. E. Lenix.

Pond Creek, Okla.—The Farmers Grain, Fuel & Live Stock Co. has bot the eltr. of L. W. McGivney, who has owned the eltr. for 12 years.

Yukon, Okla.—The Yukon Grain Co., incorporated, capital stock, \$5,000; incorporators, F. and F. L. Kroutil, Anton F. Dobry of this place, C. R. Brown and Albert Pappe of Union.

Guthrie, Okla.—Frank and John Wheeler and R. O. Yates have bot a controlling interest in the mill of the Guthrie Milling Co. here and have assumed management. They are making improvements in their mill, eltr., storehouses and trackage that will greatly facilitate the handling of grain and mill products. Other parties are going to erect an eltr. and corn mill. We are endeavoring to make Guthrie a better grain center.—D. O. Green.

OREGON.

Athena, Ore.—While box cars can not be had the O. R. & N. and N. P. are supplying flat cars for grain shipments.

Portland, Ore.—With a view to avoiding a car shortage in repetition of the serious congestion of last season the Chamber of Commerce has requested the Oregon Railroad Commission to conduct an inquiry into the car supply of the Oregon railroads. Grain dealers are already beginning to feel the car scarcity.

Albany, Ore.—Tho dozens of empty cars stand on sidetracks at this city shippers are unable to obtain a single car for a shipment outside of the state. The Southern Pacific road is accumulating all the empty cars available in order to escape penalties under the demurrage law. The Albany Farmers Grain Co. has not had a single car from Aug. 27 to Sept. 14. No relief is said to be in sight.

PENNSYLVANIA.

Philadelphia, Pa.—A Mutual Trust Co. has just been organized with which members of the Commercial Exchange are largely identified. The company starts with a paid up capital of \$750,000.

Philadelphia, Pa.—Facts shows this to be one of the best distributing points in the east. Grain is transported from here by boat to all of the New England states and diverted from such inland points as Montrose and Altoona, to every section of Pa., Md., N. J., and all tributary territory.

Philadelphia, Pa.—The telegraf strike has proved very disastrous here. The

members of the Exchange put up a concerted kick to the respective companies involved and the Postal improved its service greatly shortly after the strike began, but the Western Union service has been poor right along.

Philadelphia, Pa.—I inspected 3,000 cars of grain last month. I have complete charge of the outward as well as the inward inspection of grain and it is my aim to make both as uniform as possible. I aim always to give every possible benefit to the shipper. We have installed a moisture testing apparatus and believe it will help us in case of question about grades.—W. J. Duffy, Chief Inspector.

Philadelphia, Pa.—The last broker to take out membership in the Exchange was D. J. Sullivan. For twenty years he worked for Hancock & Co. and learned the business. A short time ago he made up his mind that his time was more valuable to him than any one else and launched into a brokerage business for himself. Circumstances and business ability have favored him and he has made a decided success.

Philadelphia, Pa.—Judge Audenried on Sept. 10 declared the Pennsylvania law to regulate the sale of feedstuffs to be unconstitutional, and dismissed the indictment against Samuel J. McKnight, who was charged with having sold 100 lbs. of bran without the stamp required by the law. Counsel for the Retail Grain Dealers Ass'n contended that as the manufacturer of the bran was not required to certify as to the purity of the feed it was unfair to make the dealer, who merely sold it, place his guarantee upon it. The court acquiesced in this, stating that "The law should have given the feed dealers the same protection as the millers."

Philadelphia, Pa.—The grain business has been exceedingly good and decidedly bad for many here. Those who had sold short on oats and have waited for the price to go down have waited in vain. On the other hand the dealers who had large stocks on hand have made lots of money. Men who handle grain here may be divided into three classes; those who do a carload business, those who purchase and store in warehouses, and the exporters. There are only three well known exporters in Philadelphia and but a few who exclusively handle grain in car load lots. Grain for local consumption is purchased mostly from Chicago, Buffalo, Peoria and Toledo brokers and placed in storage. This necessitates that the warehousemen carry large stocks and during the present closeness of the money market has worked a hardship on some of them. Prices of grain, too, have been so high that consumers have curtailed their purchases, only buying what they actually needed for they believed prices would decline.

PHILADELPHIA LETTER.

Milton Shive, a member of the Commercial Exchange, thru a fall on the marble steps of his residence, fractured a knee cap and will be housed up for some time.

The high prices of wheat, oats, feed and other grain requires those in the trade, who are actively engaged to make financial arrangements for much larger sums of money as the receiving end of the market is largely a borrower.

Representatives of the South American states have been here recently looking

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up the possibilities of the establishing of a direct steamship line from this port. The matter has been taken up by the grain, shipping and business interests of the city.

The marriage of Grain Inspector Duffy's daughter was solemnized at the church, with a quiet reception to immediate friends and relatives at the family residence and "papa" Duffy has received many congratulations by the habitués of the grain floor.

The White Cap Destructible Club has posted notices about the Bourse that 10 days' grace will be allowed this month to all straw hat wearers to get rid of their summer tiles. As this will expire on the 26th, a lively time in hat smashing is expected on the Commercial Exchange floor.

It is the general opinion here on change and substantially endorsed by the most prominent receivers of grain, that if the dealers throughout the West would only keep back their shipments of oats for a while until they were thoroughly dried they would realize more money in the end. As it is, the attractive prices are sending large quantities of oats Eastward to be disposed of, which arrive in heated and damaged condition and must be sold at a positive loss. The fellows that buy them at this end of the line and dry them, and then market them at a good profit.—S. R. E.

SOUTH DAKOTA.

Emery, S. D.—Raugust & Kludt have succeeded Hofer & Raugust.

Spain, S. D.—A. Owen has bot the eltr. of the Exchange Grain Co.

Vilas, S. D.—The eltr. of John Lar-kin has been entirely overhauled.

Flandreau, S. D.—Frank J. Mead is reshingling the office to his eltr.

Ferney, S. D.—Otto A. Kaiser has sold the eltr. that he has just completed.

Garden City, S. D.—The Farmers Merc. & Eltr. Co. is erecting a new eltr.

Alpena, S. D.—Geo. Brigham is the new mgr. of the Alpega Warehouse Co.

Delmont, S. D.—An addition is being built to the eltr. of the Farmer Eltr. Co.

Milbank, S. D.—Don Abbott is the new manager of the eltr. of the Reliance Eltr. Co.

Egan, S. D.—W. Z. Sharp of Artesian, S. D., has succeeded the Moody Grain Co.

Bath, S. D.—Mr. Connor has taken charge of the eltr. of the Independent Eltr. Co.

Orient, S. D.—The Independent Grain Co. has opened its eltr. with Arthur Leu as manager.

Forestburg, S. D.—The eltr. of the South Dakota Grain Co. is rapidly nearing completion.

Mobridge, S. D.—The eltr. of the Columbia Eltr. Co. is completed. It has a capacity of 20,000 bus.

Aberdeen, S. D.—Pat Daley has leased the eltr. of the Aberdeen Eltr. Co. and will operate it this season.

Wentworth, S. D.—S. Johnson of Centerville is now in charge of the eltr. of the McCaul-Webster Eltr. Co.

Ashton, S. D.—The Ashton Eltr. Co has had its eltr. completely overhauled and the building is now in fine shape.

Selby, S. D.—I have entered the em-

ploy of the Victoria Eltr. Co. here in place of F. E. Gehrki.—L. G. Parker.

Claremont, S. D.—The Brown County Farmers Eltr. Co.'s. eltr. has been completed by the Younglove Construction Co.

De Smet, S. D.—The mill of the De Smet Milling Co. has been converted into an eltr. W. G. Anderson is the manager.

Artesian, S. D.—The Farmers Co-operative Eltr. Co. has been organized by Arthur Monk, Philip Roche, J. P. Smith and others.

Artesian, S. D.—H. B. Rodee bot the eltr. of W. Z. Sharp on Aug. 1. Ryan & Bennett were succeeded by F. M. Ryan on Aug. 1.

Elk Point, S. D.—The Union County Investment Co. has bot the eltr. of the Crill Grain Co. The company will refit and open the eltr.

Iroquois, S. D.—The eltr. of C. H. Beach is about completed by the Younglove Construction Co. It will have a capacity of 25,000 bus.

Chelsea, S. D.—The eltrs. of the Wallace Grain Co. at this place and Cresbard have been completed by the Younglove Construction Co.

Parkston, S. D.—Jacob Fergen & Co. have been remodeling and improving their eltr. They have added gasoline power and built a new brick office.

Jefferson, S. D.—The new eltr. of George Terwilliger has been completed by the Younglove Construction Co. The company is making repairs on the old eltr.

Alexander, S. D.—The Shannard Eltr. Co. is raising the eltr. 3 ft., building a new cupola and installing gasoline power. J. P. Peckham will be retained as manager.

Hartford, S. D.—The Farmers Eltr. Co.'s second eltr. at this place is almost completed by the Younglove Construction Co. It will have a capacity of 25,000 bus.

Nunda Sta., Rutland, P. O., S. D.—A Farmers Eltr. Co. has been organized, capital stock \$12,000. Ole Overski, pres.; Mike Tobin, vice pres.; and Simon Saur, secy.

Madison, S. D.—W. I. Thompson bot the eltrs. of N. J. Olson at Colman, Dell Rapids, Egan, Trent and Wentworth; and the eltr. of W. Z. Sharp at Rama.

Tolstov, S. D.—E. J. McGlenn has completed arrangements for the erection of an eltr. on the Mo. & St. Louis Ry. Later he will build more eltrs along the new line.

Mellette, S. D.—The Columbia Eltr. Co. has had its eltr. raised and a new foundation put in. The plant was also entirely overhauled. H. Gotaas is the manager.

Herrick, S. D.—Caspery & Simons are installing an improved Hall Signaling Distributor in their eltr. Wm. Krotter will also install one in his eltr at this place and one at Gregory.

White Lake, S. D.—I am now located at this place working for my brother, Amandus, who recently bot the eltr. of Elic Boar. My successor at Lennox is J. Van Bocken.—Louis Fahlenkamp.

Willow Lake, S. D.—E. W. Ketcham of Madison has bot the eltr. of H. J. Jacobshagen & Co. Mr. Ketcham was a

member of the firm of Stoddard & Ketcham that owned a line of eltrs. . .

Plankinton, S. D.—DeCelle & Son have bot the eltr. of Albert Durisch and Paul F. DeCelle will look after the eltr. while I travel for Runkel, Dadman & Sullivan of Milwaukee.—F. E. DeCelle.

Armour, S. D.—Farmers are incorporating to conduct a general business. They will buy the Armour Roller Mills and will engage in the grain business. F. E. Peacock is pushing the enterprise.

Sherman, S. D.—The eltr. of the New London Milling Co. was burned recently. Loss \$2,500. The eltr. contained about 4,000 bus. of oats and a quantity of flour. The building was struck by lightning.

Madison, S. D.—The Madison Eltr. Co. is not doing any business. Its eltr. here is closed and will not be opened. W. W. Cargill Co. opened its eltr. about Aug. 25, with A. E. Gates in charge.

Estelline, S. D.—The eltr. for the Ostrout Eltr. Co., of Preston has been completed by the Younglove Construction Co., which has started the erection of another eltr. at Harrold for the same company.

Wessington Springs, S. D.—The Farmers Eltr. Co. bot the eltr. of F. N. Theisen. J. H. Creighton is the manager. Mr. Sidnam sold his eltr. to Shaw Bros. of Parkston, S. D. E. B. Glenn is the manager.

Flandreau, S. D.—G. A. Hales, who recently sold his eltr. to Dings & Zehn-pfennig, is now manager of the Farmers & Merchants Eltr. Co. The eltr. firms here figure oats by 100 lbs.; three bus. to every hundred lbs.

Mellette, S. D.—On account of hail destroying two-thirds of the crop raised in this vicinity there are only two of the five eltrs. in operation. The Baglev Eltr. Co., the Crown Eltr. Co., and the Empire Eltr. Co., have their houses closed.

Summit, S. D.—The Miller Eltr. Co. has repaired its eltr., placing a conveyor in the flat house. Gilbert Morgan is the new agt. The Empire Eltr. Co. has remodeled its eltr., shingling and painting the office and eltr.—Anton Jydstrup, agt. Bagley Eltr. Co.

Presho, S. D.—I have remodeled the shoveling house bot of the Chamberlin Investment Co. and am doing a flourishing grain business. W. C. Derr of Mitchell is erecting a modern 15,000-bu. eltr. He expects to be ready for business in about two weeks.—A. L. Fahrenwald.

Aberdeen, S. D.—There is an old eltr. here which has not been in operation for three years. One of the buyers says all it's good for now is wrecking. This eltr. was originally operated by the Empire Eltr. Co. The M. & St. L. R. R. thru here, completed last fall, has cut off 2-5 of the grain tributary to Aberdeen.

Castlegrove, S. D.—By the purchase of the shares of E. H. White and A. F. Poulsom, Wm. Marshall has acquired a controlling interest in the 20,000-bu. eltr. of the Farmers Eltr. Co. and will conduct it as a private enterprise. Mr. Marshall has had long experience in the grain business. The other large stockholders are J. K. Gorman, D. Sayer and E. Walton.

Scotland, S. D.—The Hunting Eltr. Co., of McGregor, Ia., has bot Dickson's eltr. and coal sheds at Armour. I will run the Dickson eltrs. at Lesterville, Geddes and Scotland, S. D. F. L. Smith and myself have bot the Dwight Eltr.

and coal sheds at Avon, S. D., and will run them in connection with the other Dickson eltr., with headquarters here.—C. J. Dickson.

Wentworth, S. D.—Our new eltr. at Sinai, S. D., on the So. Dak. Central will be completed in two to three weeks. We are also building an eltr. 17 to 18 miles north of Arlington; think name of station will be Norden. Both eltrs. are of 30,000-bu. capacity. L. O. Hickok is doing the work. This will make five eltrs. owned and operated by us—The Abraham & Shultz Co.

Bonilla, S. D.—Jas. O'Brien, the mgr. for I. W. Cooper, has done a lot of overhauling and repairing and is now fixing up a new and roomy office in the eltr. James says he's going to have a stove in the office this winter for he nearly froze to death last year. J. F. Tracy of Warner is now buying for the Columbia Eltr. Co., at this station. This firm has entirely rebuilt its plant, making a handy eltr. out of an old flat house.

Woonsocket, S. D.—The South Dakota Grain Co. has reshingled its eltr. A. N. Carlisle sold one of his eltrs. here, but it is not in operation. W. F. Robinson, formerly at Wessington Springs, is now buying here for F. N. Theisen. He has made some repairs and improvements on the plant. The buyers here are provided with rifles and when things are dull they pass away their time in shooting rats. The eltrs. are located near an artificial lake and swarms of these pests are around the water's edge.

SOUTHEAST.

Charlestown, W. Va.—Wm. Reed & Son have opened an office with Miley Bros. and will continue in the grain business.

Mobile, Ala.—I have just embarked in the brokerage business at this point, and have nice connections in a few of the larger cities.—Howard E. Bragg.

Brunswick, Ga.—Capt. L. H. Lanier, of Memphis, director of the Walcott Milling Co., has been at this place to establish a large grain eltr.

Jackson, Miss.—Having been deprived of market quotations thru the closing of the bucket-shops the merchants have organized the Cotton Exchange with Jas. Longstreet as pres.

Atlanta, Ga.—Heretofore a shipper has had to bring suit for demurrage after the approval of his claim by the state railroad commission, but under the new railroad commission law the approval of a claim by the commission will be final.

Atlanta, Ga.—S. G. McLendon, chairman of the Georgia Railroad Commission, has issued the following circular to railroads and shippers: The act of 1907 repeals the remedial clauses of the act of 1905, but does not take away from the commission the power to promulgate rules governing the question of demurrage. The change in the law is one of great importance, and the question of demurrage which the carrier will be permitted to charge, on the one hand, and the reciprocal demurrage which the shipper is to have the right to demand on the other, is now before the commission. The question of amending and enlarging the present rules governing the subject will be considered at a hearing to be had on Sept. 24, and it is earnestly desired by the commission that the discussion of this question shall be fully participated in by all parties at interest.

TENNESSEE.

Nashville, Tenn.—The McLemore Grain Co. will erect an addition to its warehouse.

Pulaski, Tenn.—The plant of the Pulaski Cotton & Grain Co. was burned Sept. 7. Loss \$15,000; \$10,000 insurance.

Morrstown, Tenn.—The Morristown Vehicle & Grain Co., incorporated, capital stock \$25,000; incorporators, S. C. Harrell, P. M. Bewley, T. S. Myers, J. W. Richardson and I. L. Galbraith.

Nashville, Tenn.—The leasehold of the Ryman Warehouse & Eltr. is in dispute between the present occupants, the Capital Grain & Mill Co. and I. T. Rhea & Co. and Neville Bros. The Capital Grain & Mill Co. has petitioned the court to enjoin Rhea and Neville from asserting any rights to the property.

Memphis, Tenn.—McCord & Horton have bot the plant of Patton-Hartfield Co. The buyers, who have recently transacted their public eltr. business thru the Merchants Eltr. under lease, paid \$45,000 for the property, which consists of a 60,000-bu. eltr. built by Fred Friedline in 1905-6, also warehouse and office.

Clarksville, Tenn.—The federal court at Chattanooga has practically thrown out the suit brot by the insurance companies to recover from the Louisville & Nashville Railroad the \$150,000 insurance loss paid on the plant of the Dunlop Milling Co., which was burned, the fire having been started by a spark from a locomotive engine.

Memphis, Tenn.—Webb & Maury have bot of W. B. Mallory for \$6,000 the Merchants Warehouse & Eltr. adjoining their old property. They will erect improvements at once consisting of reinforced concrete warehouse, 120x90 ft., 2 stories, and add to the equipment of the eltr., increasing its capacity to 100,000 bus. The handling capacity will be improved to move 32 cars in and 32 cars out each 12 hours. Fred Friedline is making plans and will proceed with letting contract for the work.

Columbia, Tenn.—The first case in Tennessee testing the new pure food law will be heard by Justice R. H. Guest on Oct. 12 and grew out of a shipment of a carload of middlings by Hunter Bros. Milling Co. of St. Louis, Mo., to the Columbia Mill & Eltr. Co. The contents of the car was sampled by Inspector Beasley and analyzed, showing the middlings to be highly adulterated, and to be 10 lbs. short in weight, per sack, it is alleged. The buyer is not a party to the suit, which was brot by the state. The feed is stored in a warehouse here pending a decision.

TEXAS.

Palacios, Tex.—Wildman & Farwell are erecting a rice warehouse. It will be 24x36 ft.

Galveston, Tex.—The first car of new Texas corn was received Sept. 14 by the Texas Star Mills.

McKinney, Tex.—We have found the Grain Dealers Journal both interesting and instructive.—McKinney Eltr. Co.

Beaumont, Tex.—The Atlantic Rice Mill has been closed on account of the car shortage, being unable to get enough to keep running.

Fort Worth, Tex.—The Terminal Grain Co., incorporated, capital stock \$30,000; incorporators, J. V. Neuhaus, G.

Mac Bride Coal & Coke Co.

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GENUINE POCOHONTAS and NEW RIVER
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The NEW ERA is the Safe Kind

More of these machines sold
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ALFRED L. BAKER, Vice President; H. E. OTTE
Cashier; L. H. GRIMME, Assistant Cashier; F. A.
CRANDALL, Assistant Cashier.

E. Cranz and W. W. Manning, all of Houston.

Fort Worth, Tex.—Slight damage was done recently to the eltr. of the Texas Grain & Eltr. Co. at North Fort Worth, one of the tanks slipping down.

Hillsboro, Tex.—Sparks from a locomotive engine set fire to a pile of shucks on the premises of the Hillsboro Grain & Eltr. Co. and caused \$50 damage.

Fort Worth, Tex.—J. Z. and W. L. Keel of Gainesville will erect an eltr. either here or at Gainesville and recently inspected sites for an eltr. of semi-public character.

Weatherford, Tex.—Hartnett & Bradfish will erect a grain mill and eltr. 32x100 ft. The mill will have a capacity of 5,000 bus. daily. The cost of the building will be about \$10,000.

Austin, Tex.—The state railroad commission has received application from the citizens of Coleman County for lower rates on corn into that county because the crop is a failure and corn must be shipped in.

Galveston, Tex.—There is no foundation for the report that I have returned to the grain business. I am still secretary of the Chamber of Commerce in the second port of the United States.—H. H. Haines.

Austin, Tex.—The state railroad commission is to hold a hearing Oct. 8 on the establishment of reciprocal demurrage rules. Both Commissioners Colquitt and Storey favor reciprocity in demurrage charges and the latter has prepared an order making the demurrage \$1 per day for failure to furnish cars and \$5 per day for failure to move cars, after loading.

Port Arthur, Tex.—The new drier at the eltr. of the Port Arthur Canal & Dock Co. is to be completed by Dec. 1. The work of construction is being supervised by W. F. Moore of the Macdonald Engineering Co. Four new conveyors are being run at right angles from the eltr. a distance of 85 ft. Superintendent Gillham expects a movement of over 6,000,000 bus. of grain thru this port this fall and winter.

Austin, Tex.—At the recent hearing before the state railroad commission H. B. Dorsey, secy. of the Texas Grain Dealers Ass'n, opposed the adoption of the charge of \$2 per car on outbound shipments of corn and oats, as a stop-over charge. Mr. Dorsey stated that the inbound rates should be the basis, as the mixed cars sent out number more than the inbound cars and it is a hardship. Illustrating, he said a solid car of oats might come in and be sent out in several cars, with corn chops, corn, bran.

Fort Worth, Tex.—A protest against the manner in which the railroads are complying with the order of the commission effective Sept. 1 was made recently by the grain dealers. The roads have been applying the reduced rates only from the specific towns stipulated in the order, whereas the commission's decision undoubtedly intended that the towns named should merely be used as examples and that corresponding reductions should be made from all intermediate stations.

Port Arthur, Tex.—The statement by C. H. Evans that the eltr. here has been leased by the J. Rosenbaum Grain Co. is emphatically denied by E. F. Rosenbaum and by the Kansas City Southern Ry.

officials. It is a public house. The improvements at the eltr. and docks are progressing and when completed it will be possible to load four hatches of a vessel at the same time, thereby giving better dispatch than at most ports.—A. R. Ware, Chief Grain Inspector, Port Arthur Board of Trade.

UTAH.

Ashton, Utah.—The Western Eltr. Co. will erect the largest eltr. in the state at this place.

Salt Lake City, Utah.—The firm of Bailey & Sons, dealers in grain, seeds and bags, is to be incorporated with \$100,000 capital stock, and Burt Bailey, mng. J. H. Bailey will be pres.; P. E. Bunker, vice pres.; and S. N. Bailey secy. and treas. The name of the new company is Bailey & Sons Co.

WASHINGTON.

Spokane, Wash.—A cut of 60% will be made in the freight rate on oats from Washington to Duluth, Chicago and the east.

Seattle, Wash.—An option market has been established here under the auspices of the Merchants Exchange. Secy. W. T. Isted acts as caller.

Washtucna, Wash.—All grain buyers had to retire from the market Sept. 13 thru the inability of the O. R. & N. to supply cars for shipments.

Tacoma, Wash.—The machinery is being installed to increase the capacity of the Tacoma Grain Co.'s. flour mill from 2,000 to 4,000 bbls. per day.

Tacoma, Wash.—The Chamber of Commerce has elected the following officers: Pres., Wm. Jones; vice pres., E. G. Griggs; treas., Wm. H. Dickson; trustees, John T. Bibb, W. A. Sternberg, A. F. Albertson, A. A. Hilton, L. R. Manning and H. D. Cowles.

WISCONSIN.

Milwaukee, Wis.—Edward Conway, who engaged in the grain business at Manitowoc 45 years ago, died recently, aged 73 years.

Fond du Lac, Wis.—A meeting was held recently to consider the establishment of a grain eltr. P. Buerger of Mayville is interested.

Algoma, Wis.—The Algoma Grain Co., incorporated, capital stock, \$20,000; incorporators, Martin Bret, Michael Melchior and Walter Knospe.

Strum, Wis.—A. C. Farmer is manager of the W. W. Cargill Grain Co., a line company. Mr. Farmer is new in the grain business, this being his first experience.—O. J. Amundson.

River Falls, Wis.—The River Falls Roller Mill & Eltr. Co., incorporated, capital stock, \$25,000; incorporators, H. A. Wilson, J. W. Wilson and Colton Whitecomb. The company will erect an eltr.

Milwaukee, Wis.—F. H. Crombie has been elected to membership in the Chamber of Commerce. Application for membership has been made by Albert R. Taylor, Charles C. Morris, Charles E. Dingwall and John Larkin.

Superior, Wis.—Depositions have been taken, recently in the suit of the Duluth-Superior Milling Co. against the Wisconsin Grain and Warehouse Commission, which was begun two years ago, to restrain the Commission from enforcing Superior grain inspection.

La Crosse, Wis.—The W. H. Pierce Eltr. Co. has succeeded the Pierce-Stephenson Eltr. Co. The officers of the new company are: W. H. Pierce, pres.; J. A. Grisdale, vice pres.; S. Y. Hyde, secy.; R. Eckford, asst. secy. and F. L. Goddard, treas. J. A. Grisdale, formerly traveling representative of the W. W. Cargill Co. has bot the interest of M. Stephenson of Brownsdale, Minn.

Superior, Wis.—The Canadian government has stationed an inspector here to look after grain exported from the provinces. Chief Grain Inspector D. Horn and Warehouse Commissioner Castle visited the head of the lakes recently with the new inspector, Wm. Crawford of Winnipeg, who will have offices in the Great Northern yards and such assistants as he needs. The head of the lakes would seem to be well equipped with grain inspectors, having the Minnesota state inspectors, the Wisconsin state inspection, the Canadian inspection and the U. S. government grain testing laboratory.

MILWAUKEE LETTER.

Memberships in the C. of C. are selling at \$200.

Eltr. stocks are about at a minimum just now with not much taken in daily. A material increase is expected by Oct. 1st.

During a heavy rain storm on the 17th, the C. of C. was struck by lightning and the building was temporarily darkened, causing considerable excitement.

Many commission merchants were pleasantly surprised by calls from their customers during state fair week, and the corridors were quite well filled at all times.

Thursday, Sept. 12th, being "Milwaukee Day" at the State Fair, all business was suspended at noon, resulting in the Chamber having quite a representative body of "bulls and bears" present.

The season just closed witnessed a free movement of wheat to this market, and all things considered, the arrivals have always found ready sale. This, of course, is probably because of the prices at which the cereal has sold.

Prospective buyers of memberships in the C. of C. will be interested to know that Secy. W. J. Langson is now offering three tickets for sale, forfeited by former holders. When these are disposed of the limit point will have been reached.

Naturally the past week has brot an increase of receipts in this market with all inquiries supplied for the present at least. There has been a scarcity of good milling wheat and millers are "hollering" because they are unable to get what they want.

Speaking of the shipping situation, Mr. Lyman, of Lyman & Jahns, says: "The demand at this time for eastern shipment is not very active and little is being done, which is partially due to the telegraphers' strike. The service at the larger cities is good, but it is almost impossible to reach the interior points."

Comparatively little new grain has been brot on the market as yet, and in consequence prices are soaring skyward. Predictions of \$1 barley made some time since, which then sounded ridiculous, are close to realization, and the surprising part is that the American Society of Equity has not been a party to this hold-up.

Bids "to arrive" now hold full sway on small quantities but no "buying talk" has yet been indulged in on the big lots. Unless closely pressed buyers prefer to take what is coming, and extend their bids only to one or two cars for future delivery, which indicates a tendency on their part to wait for the "rush" and possible lower values.

Low murmurings of dissatisfaction over the attitude of a railway asso. across the lake in assessing car service, have just been blown this way and been heard by local railway men. Judging from reports the cause of the trouble is on a very small scale compared with the recent controversy here, but unlike their brothers they are asserting their rights to some consideration in the matter.

Commission merchants are advising their customers to rush all barley along to market and have it sold on "spot." This is undoubtedly due to the heavy discount imposed by buyers when bids "to arrive" are made, which often averages as high as two cents. At this rate the grain, if shipped, could stand a decline of a couple cents and still bring as high prices as those sold for future delivery.

The Wisconsin Car S. Assn. is making strenuous efforts to move all freight as promptly as possible at this time in order to be free to handle the heavy movement of grain when it comes. J. O. Klapp, mgr., reports that as a result of these operations July witnessed movement of 6,000 more cars than last year. It is hoped that this will have a beneficial effect when the rush of grain finally arrives and that the usual congestion during this period will be eliminated to some extent.

At the beginning of the new crop year prospects for this market are very favorable, and, of course, it is expected there will be no falling off in the amount of business transacted; but, if any, it will most likely be in proportion to the "reported" short crop. With an increased demand for shipment as well as for local consumption, arrivals will hardly stand long enough to "spoil" before finding buyers.—Slits.

The production of denatured alcohol for the first six months of the new law was 1,774,272 gallons. It is estimated that the supplemental free alcohol law will lead to the production of 4,000,000 gallons for the calendar year. The operation of the law has reduced the price of wood alcohol from 60 to 30 cents a gallon.

All of the low land in Shantung Province back of the port of Tsingtau is an important wheat-growing district, which has during the last few years become more and more prominent, owing to the increased transportation facilities offered by the Shantung Railway. Wheat from this part of the country is now coming into competition with American wheat, writes Wilbur T. Gracey, Consul at Tsingtau, China.

One of the most disastrous strikes from which any port has suffered is that which has well nigh ruined the grain importers of Antwerp. Many merchants are on the verge of bankruptcy. Great quantities of Indian corn remain on the wharves unhandled, while the mills are closed because they have no grain to grind. Many of the men have returned to work at the higher wages offered by the dock company; but about 8,500 of the dockers have refused to accept the terms.

Revised Rules of Omaha Grain Exchange.

The directors of the Omaha Grain Exchange feel that the growing importance of the Omaha grain market makes it essential that all of its methods of doing business, including trading regulations and weighing and inspection rules, should conform to the best standards of the trade.

In the revision of the rules an honest effort has been made to bring about the adoption of recognized standards and the directors hope that their action will meet the approval and appreciation of grain shippers who are using the Omaha market.

All of the changes in the rules that have been made at various times since the Omaha rules were first issued in 1904 will be incorporated in a new volume, which is now in the hands of the printer and will soon be distributed to the grain trade.

E. J. McVann, secy. of the Grain Exchange, states that the changes, generally speaking, made in the constitution, by-laws and rules, which were fully ratified by the board of directors on Sept. 10, are as follows:

MEMBERSHIP.—Gives the membership committee power to issue a ticket good for thirty days to a representative of a member when that member is incapacitated, by absence or illness, from attending the sessions of the Exchange. This change was made so that the memberships may all be exercised actively. Empowers the membership committee to extend trading and floor privileges to applicants for membership pending their election. This carries with it all the privileges of membership except that of voting.

DELIVERIES ON CONTRACTS.—Under the old rules, the requirement was that grades of this market and destination weights would be accepted in making deliveries unless otherwise agreed by the parties. The rule now reads that delivery must be made on Omaha Grain Exchange weights and grades, except that settlement may be made on shippers' weights when so agreed between the buyer and seller at the time of sale. All members buying grain to arrive at Omaha must, under the new rules, negotiate for same subject to Omaha terms. This has heretofore been optional as to weights.

INSPECTION AND WEIGHING.—The rules governing inspection and weighing have been thoroughly revised. The grades of all kinds of grain at the Omaha market have been made to correspond as nearly as possible with the grades at the principal primary grain markets. The following additional grades of grain have been adopted: grades for Pacific wheat; durum (or macaroni) wheat; flint corn; 4 yellow corn; 4 color oats; clipped oats; No. 1 feed barley; bay brewing barley; chevalier barley.

This is the first time that the rules have been revised since the organization of the Exchange in 1903.

A cereal food manufacturer of Battle Creek, Mich., is defendant in a suit for \$750,000 damages brot by a weekly magazine for libel. The weekly had denounced the manufacturer for claiming that a diet on his food would obviate the necessity of an operation for appendicitis; and the manufacturer said it was an attempt at blackmail.

Heating of Grain

In storage tanks or bins is avoided by using
THE ZELENY THERMOMETER SYSTEM
Descriptive circular sent on application.

Multiplex Electric Thermometer Co.
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Cover's Dust Protector
Rubber Protector, \$2.00
Sent postpaid on receipt of
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and fine sponge.

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Some of the satisfied users of the F. R. Morris

GRAIN DRIERS AND CONDITIONERS

Rialto Elevator Co., 2 Driers Milwaukee, Wis.
Milwaukee Elevator Co., 2 Driers " "
National Distilling Co., " "
G. S. Connard & Co. Elgin, Ill.
Washer Grain Co. Atchison, Kan.
Tabasco Plantation Co., Santa Lucreia, Mex.
N.Y. Schneider Fowler Co. Omaha, Neb.
" " " " Fremont, Neb.
Sheffield Milling Co. Minneapolis, Minn.
McGuire & Atwood. Superior, Wis.
Itasca Elevator Co. " "
Plymouth Milling Co. Le Mars, Iowa
Chas. R. Lull. Milwaukee, Wis.
Meyers & Co. Hamburg, Germany

Write any or all of above users for their verdict. I am willing to abide by what they will tell you.

F. R. MORRIS, Milwaukee, Wis.

SAY

Isn't it worth 4 cent per car to know that your shipments cannot be tampered with during transit without detection? We can furnish you with the **Tyden Car Seal**, bearing your name and consecutively numbered for \$3.50 per 1,000 that will give you absolute protection.

You insure your grain against fire, why not protect it against theft. Sample free. Send now.

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A Case in Point.

A prominent elevator engineer and contractor was asked recently why he did not use the Evans Patent Motor Attachment for electric motors driving elevator legs. "We should like to use them," he replied, "but if we figured on such expensive machinery we would never get a contract."

Being asked if the owners were not willing to pay for a good thing, which would save them many times its cost in repairs and delays, Mr. Contractor replied—"The owners never think about that—they take what we give them and then—you know—they're used to delays and repairs!"

David Harum says—"A reasonable amount o' fleas is good for a dog—keeps him from brodin' over bein' a dog—mebbe," and Mr. Engineer and Contractor evidently considers the case of the elevator owner analogous to that of the dog so far as "delays and repairs" are concerned—they keep him from forgetting that he is an elevator owner.

Shortly after the above conversation occurred we were shown the following letter from the owner of an elevator built by Mr. Engineer and Contractor:

"Dear Sir:—In reply to your 'ad' in the Grain Dealers Journal for motor attachment, we use several motors for our elevators, legs and one burnt out on us on account of trying to start a load. We have it in Chicago for repairs. If you have something you can guarantee should like to hear from you."

A case in point which illustrates the difference when the man who builds the house also has to operate it, is the case the Nye Schneider Fowler Co.'s new million-bushel elevator at Omaha. This company maintains its own engineering force, of which Mr. Herman Smith is chief engineer. Mr. Smith has full charge of the construction work for his company, also of the mechanical operation of their elevators and when he received instructions to build the new house at Omaha he immediately cast about for the latest improved grain handling equipment and labor saving devices.

Mr. Smith introduced several innova-

tions in the design of this elevator which are of interest, but we shall confine ourselves to a description of the elevator legs which are very fast.

There are seven large legs with 20x7 in. "Rialto" buckets, placed 17 inches centers on belt. The legs are 190 feet high from boot to head. The head pulleys are 84 inches in diameter and revolve with a speed of 36 $\frac{1}{2}$ revolutions per minute, giving a belt speed of 800 feet per minute and a carrying capacity of about 12,000 bus. per hour for each leg. The discharge at this speed is practically perfect.

Each leg is independently driven with a General Electric A. C. Motor of 75 horse power, each motor being equipped with an Evans Patent Motor Attachment. A rope drive is used from Motor Attachment to elevator head shafts. The Motor Attachment consists of an extension to the motor shaft connected with a friction cut-off coupling, one side of the coupling being attached to the extension of the armature or motor shaft, the other side of the clutch being attached to the extension shaft. The extension shaft has two ring oiling bearings supported on special stands. The sheave driving the elevator leg is supported on this extension shaft between the bearings and the Automatic Non-Reversing Friction-Stop is erected on the end of shaft as shown, with special stand for supporting same.

The buckets on the "up side" of one of these elevator legs, when in operation will contain about 3,000 pounds of grain, which, hanging as it does on the belt with the head pulley for a lever, would reverse the machinery instantly when the "power is off" and the elevator belt would run backwards, emptying the buckets into the boot until a "choke" is formed, causing delay and breakages.

In the use of the Motor Attachment, in case the power is off, the load may be detached from the motor entirely by releasing the clutch coupling, the Friction-stop, meanwhile, will hold the load in place and prevent "back-legging." The motor may thus be run light up to its normal working speed and the load then thrown onto the motor with the clutch

coupling, consequently a motor of the rated capacity to do only the work constantly required by the normal load of the elevator leg, is enabled by the Motor Attachment to do the extra work required in starting after an unexpected stop with the leg full of grain.

The Nye Schneider Fowler elevator, during the past ten months of continuous operation, has never had a single "choke." Can as much be said of any other electrically driven elevator not provided with the Evans Patent Motor Attachment for Elevator Leg Drives?

Books Received

OFFICIAL HANDBOOK OF ALBERTA contains reliable information concerning the agricultural and other resources of this province of Canada, compiled and published under the direction of W. T. Finlay, Minister of Agri., Edmonton, Alta., Canada.

FARM ENGINES and How to Run Them, or the young engineer's guide, is a simple, practical handbook for experts as well as amateurs, fully describing every part of a threshing engine and boiler, with full directions for the safe and economical management of traction and gasoline farm engines and a chapter on the science of successful threshing, by James H. Stephenson and other expert engineers. Illustrated; 215 pages, 5x8 ins. Cloth. Frederick J. Drake & Co., Chicago.

Exports of Breadstuffs.

Our exports of breadstuffs for the seven months ending Aug. 1 have included 29,169,869 bus. of wheat, 62,213,475 bus. of corn, 939,960 bus. oats, 650,933 bus. of rye, 2,433,006 bus. of barley and 8,870,014 bbls. of wheat flour; compared with 157,936,374 bus. of wheat, 77,330,782 bus. of corn, 22,660,610 bus. oats, 929,326 bus. of rye, 8,649,505 bus. of barley and 7,595,442 bbls. of wheat flour for the corresponding 7 months of 1906. The total value of breadstuffs exported during the seven months was \$97,407,580; against \$88,702,015 for the corresponding seven months of 1906, as reported by O. P. Austin, Chief of the Buro of Statistics.

Exports of Glucose, Corn Oil and Cake.

Exports of glucose for the 12 months prior to July 1, 1907, have been 151,629,441 lbs.; compared with 189,656,011 lbs. for the corresponding period of 1905-06.

Corn oil cake amounting to 56,828,975 lbs. was exported during the 12 months prior to July 1, 1907; against 48,420,942 lbs. for the corresponding period of 1905-06.

Corn oil amounting to 3,041,269 gals. was exported during the 12 months prior to July 1, 1907; against 3,833,251 gals. for the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Buro of Statistics.

Tight money, from which the grain trade suffers in common with other legitimate trades, is partly due to the issuance since Jan. 1 of \$700,000,000 of new securities by corporations. The short term notes alone, issued principally by railroads, amount to \$367,000,000; and in selling the latter the interest rate has been bid up until grain dealers at the central markets are being asked 7 per cent.



Nye Schneider Fowler Co.'s Elevator at Omaha, Neb.
View of Top floor showing Evans Patent Motor Attachments in connection with 75 H. P. Motors driving Elevator legs.

Screenings

Jars containing wheat and figs have been found recently in excavating the site of the palace of King Nestor, near Pylos, Greece. The contents of the jars are almost petrified. Archaeologists estimate that the grain has been in the jars for 5,000 years.

Out in Kansas dare baen hole lota fallars balong to det "Society of Equity." An von day der gat a picnicke out nare Vamego. Der al gone to stan for dollar veet. Von ole farmer hae come en an say to grane bier: "Vell, Ay vont to gat all Ay can for mae veet, an Ay note balong to det society of iniquity, needer."—Knute Knuteson of the Murphy Grain Co.

As a price-making factor the smaller crop of this year has been discounted with the harvest. Looming up larger are the progress of plowing and seeding for the next crop of winter wheat, and the condition of the growing crop in Argentina. The acreage sown to wheat in the Argentine this year was very large, but the crop is far from made.

Unhusked emmer is very similar in composition to oats; the husked emmer more closely approaches barley in chemical composition. Emmer produces a hard fat, about the same as oats, and as good a quality of meat as corn. The nutritive value of emmer is high, but not equal to corn. In feeding steers a pound of corn is equal to $1\frac{1}{4}$ lbs. of emmer.—Farmers Bulletin, U. S. Dept. of Agri.

Elevator men are going round these days with big tears in their eyes. Meeting one of them who crossed the line two years ago and is now operating a half dozen elevators in western Canada, I asked him what was the matter. "Why," he said, "they fined Standard Oil 29 millions, and I have got to pay. All my elevators are run by gasoline, and John D. has got a cinch on the whole works."—D. U. Rum.

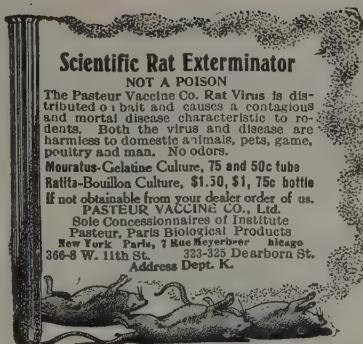
Concrete construction requires the direct and continuous superintendence of competent foremen, or the hidden defects due to too little cement, too little water or improper mixing, will allow the wall to collapse before it is half up. In several cases the concrete has been allowed to freeze while under construction and fell down on the removal of the forms. Intelligent supervision is especially necessary.

sary in placing the steel reinforcing rods.

A new method of retting flax whereby the seed will be saved is described by Consul Knabenshue of Belfast, Ireland. Experiments by the Flax Supply Ass'n of Belfast at a plant near the village of Millisle have demonstrated that flax can be pulled, dried, and then remain in stacks or otherwise sheltered from the weather during the winter, and be retted successfully the next summer, under the best climatic conditions, without injuring the quality. The present practice in Ireland is to ret shortly after pulling the flax.

Cupid found a willing helper recently in Ed. J. Coyle, grain shipper at Perry, Okla. Ed. wrote W. H. Fiddler, trainmaster at Arkansas City, Kan.: "Must have a car at Black Bear for wheat this week without fail. Mr. C. D. Abbott, from whom I have made purchase, advises his marriage depends on getting this wheat to market this week, being the only source of revenue he has. He has stood the girl off on my promise to get car. She has become impatient and there is another fellow monkeying around and the festivities are liable to be called off, which will be a great disappointment to the invited guests. The occasion promises to be a hot time and everybody is ready to join hands as soon as the car is furnished. Get some 'rosin' on your strings, Mr. Fiddler, and wire Chaplain here, whether or not you are going to block the proceedings and disappoint the girl."

Imports into the Netherlands in 1906 were 197,318 tons of barley, against 191,377 tons in 1905 and 220,104 tons in 1904. California barley coming from Antwerp is called Belgian barley, and the breweries use a small percentage of it for malting. For the finer qualities of beer Hungarian barley is imported. American barley is imported for feeding, but it is inferior to that brought from south Russia and the Danube. The average price of fair average quality of south European barley is \$44.22 to \$48.24 per 4,400 pounds. Malting barley sells for \$68.34 to \$90.45 per 4,400 pounds, according to quality. The price of inland two-rowed or summer barley is about \$2.51 per 154 pounds; of inland six-rowed, \$1.81 per 143 pounds. The American product fit to be used by barley cleaners is not judged inferior to other barley. In this case it is only a question of price.—Consul Frank D. Hill of Amsterdam.



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BE SURE that you get a PRINTED STORAGE or CASH TICKET for all GRAIN DELIVERED to this Company.

AGENTS are NOT ALLOWED to give MEMORANDUM, DUE BILLS or SLIPS for Grain Delivered.

This Company will be RESPONSIBLE only for grain represented by its regular PRINTED TICKETS.

Eagle Roller Mill Co.

GRAIN RECEIVING LEDGER FORM 43

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each page contains 200 pieces and each page is ruled for records of 40 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired.

The pages are $8\frac{1}{2} \times 11\frac{1}{4}$ inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth, half Russia.

Price \$2.25

Grain Dealers Company
255 La Salle St. CHICAGO, ILL.

Grain Carriers

The Wabash reports a slight shortage of grain cars in central Illinois.

Grading of the Gulf, Plainville and Northern has been completed for 12 miles from Plainville to Hobart, Kan.

Track has been laid to within 7 miles of International Falls, Minn., on the 35-mi. extension of the Minnesota & International.

Surveys have been made for the Cherryvale, Oklahoma & Texas, which is to build 226 miles between Cherryvale, Kan., and Geary, Okla.

After repairing the break in the Erie Canal at Rochester it was necessary again to empty the level, a break having developed in the new arch.

The work of dredging the Sabine Lake Canal for the Deep Water Ass'n of Beaumont, Tex., is progressing and is expected to be completed by Dec. 1.

Captain Swain of Stillwater, Minn., one of the best known river men, contemplates placing a line of freight boats on the Hennepin Canal when it is completed.

The cost of the Panama Canal up to Dec. 31 has been \$84,449,000, according to a government report just published. Of this sum \$50,000,000 went to the French company and the Panama government.

One car on the New York Central road recently was found after it had been lost for over two years and had traveled over

20,000 miles on "foreign" lines, the owners being deprived of its use during that time.

Radical measures to do away with car shortages are said to have been agreed upon by the eastern railway managers, who have directed J. W. Midgley to place a comprehensive plan before the Interstate Commerce Commission for approval.

The Albert Haas Lumber Co. has brought suit against the Southern Ry. to recover \$12 damages, being \$1 per day for each of 12 days' delay in furnishing a car after it was ordered, thus affording another test of the Georgia reciprocal demurrage law.

The steamer Edmonton, with 5,000 bushels of wheat, sank near the Brockville narrows recently. Wreckers were sent to raise the boat and tow it to Kingston drydock. The grain was owned by J. S. Norris of Montreal and the steamer was on its way from Fort William to that city.

Complaint against grain rates from Indian Territory points to Texas and Louisiana was filed with the Interstate Commerce Commission Sept. 14 by L. G. Ocheltree of the Ocheltree Grain Co., Chickasha, I.T. Three roads are made defendants and reparation is asked for overcharges already paid.

In its suit against the Erie Railroad to recover \$100,000 damages for the loss of shipments of grain and feed in the railroad warehouse at Buffalo in 1905, the Oneonta Milling Co. alleges that the shipment was negligently allowed to remain in the warehouse until a fire occurred.

A. L. Goetzmann, secy. of the Millers National Federation, has been instructed by the committee on transportation and legislation to prepare a protest against

certain clauses of the new proposed uniform B/L, and present it to the Interstate Commerce Commission at its hearing on the matter.

J. C. Lincoln, traffic manager of the St. Louis Merchants Exchange, has requested the Interstate Commerce Commission to make a ruling that thru rates on grain shall not exceed the combined charges, with a view to having the elevation allowance declared not a part of the transportation charges, so that the roads must pay the allowance out of their own pocket.

Two additional contracts in the enlargement of the Erie Canal have recently been let. One is contract No. 14 to Arthur W. Luce for \$2,935,000, and the other is contract No. 35 to Gilmour, Horton & Allen, for \$739,000. The contract for the enlargement of the Erie Canal from Onida Lake west to the Seneca River has been let to Stewart, Kerbaugh & Shanley Co. at \$3,395,000.

A plant which will consume more ore than any other in the world is being constructed by the U. S. Steel Corporation at the south end of Lake Michigan. The ore boats will want a cargo to take on after discharging ore, and the grain shippers of Chicago will be called upon to furnish the tonnage. Economy suggests a triangular course for the lake steamers, taking coal from Lake Erie to the northern ore docks, ore south on Lake Michigan and grain back to Lake Erie.

Claims for the elevation allowance of $\frac{3}{4}$ c per 100 lbs. have been presented to the Interstate Commerce Commission by the Merriam & Holmquist Co., of Omaha, Neb., against the C. & N.W. for \$1,961; against the Ill. Cent. for \$1,030; against the Great Western for \$452, and against

An Australian Open-Air Wheat Warehouse.

In Australia wheat is handled much the same as it is on our Pacific Coast—in bags, there being no grain elevators or warehouses for handling bulk grain by

machinery. The grain is placed in large sacks in the fields and hauled to the railway station by six to eight horse teams where it is piled high in the open air and

covered with boards to protect it from rain. We are indebted to the *Millers Review* for the engraving.

the St. Paul for \$711. It is alleged that the roads have paid the charge to all elevator companies except complainant. Nathan Merriam says: "We do not say there is discrimination now, but there was once, and we do not want it to happen again."

A number of banks at grain shipping centers have issued the following notice to shippers and receivers: "Please take notice that on and after _____ this bank will not receive from you, as collateral, B/L, either railroad bills or lake bills, bearing the notation 'care of.' We have given you seven days' notice in order that you may be able to give all your correspondents who draw on you sufficient notice." The reason given for such notice is that the custody of the grain passes into the control of the "care" consignee pending transhipment lake to rail, and out of control of the bank loaning upon B/L.

Congressman Hepburn favors the English way of regulating railroad rates. At London on Sept. 14 he said: "Whenever the shipper complains of railroad rates he must first appeal to the Board of Trade. If the Board of Trade fails to settle the dispute amicably, the affair goes before the Canal and Railroad Court, which has power to declare what rates are proper. Fully a third of the cases are settled amicably. Altho the United States is handicapped by a division of power between the state and federal governments, I see no reason why the plan which works so admirably here should not be found acceptable at home."

For delay in transporting a carload of corn the Union Coal, Grain & Storage Co., of Pueblo, Colo., brot suit against the Atchison, Topeka & Santa Fe R. R. Co. to recover \$175 damages, being the difference in the price between the carload it bought which did not arrive and the corn which it was necessary to buy in place of it. When the suit came before division A of the district court recently, it was dismissed; and the Union Coal, Grain & Storage Co. writes: "The A., T. & S. F. R. R. Co. were just, and allowed us advanced price of cost to replace damaged corn and costs were paid by them, so the case did not come to issue. The car had been wandering thru New Mexico, Arizona and Texas and was a total loss."

Before the American Ass'n of Freight Traffic Officers Chairman Martin A. Knapp of the Interstate Commerce Commission on Sept. 14 said: "To my mind the most mischievous and mistaken legislation in the history of our country is the Sherman anti-trust law, because it recognizes and is based upon an exploded economical theory that competition is the life of trade. Only one man, and he the president of the United States, has dared to tell the people of the nefarious character of this legislation, to tell them that we have advanced beyond the point where unrestricted competition is a blessing; who has had the courage to point out the blighting effect of this act and to call attention to the commercial and economic necessity for the restraint of the savagery of competition."

The practice of distributing grain quotations by telephone has been growing since the telegraphers' strike. The *Market Record* of Minneapolis is prepared to furnish hourly quotations over the Tri-State Telephone Lines in Minnesota, No. and So. Dakota.

Supply Trade

The Essmueller Mill Furnishing Co. has bot ground for a new factory.

W. J. Travis, an elevator builder, will move his office to Kansas City, Mo.

The Robins Conveying Belt Co. is moving its general offices to its plant at Passaic, N. J.

The Link-Belt Co. has opened an engineering and sales office at Seattle, Wash., with E. G. Brabrook in charge.

The Alfalfa Mill & Elevator Co., Newton, Kans., will erect a new factory at this place for the manufacture of alfalfa grinding machinery.

The business of the progressive grain dealers who read is far more desirable, because it requires less work to handle it and causes less worry.

The twine and rope plant of John T. Bailey & Co., of Philadelphia, Pa., was damaged by fire Sept. 14, causing a loss of \$60,000, fully covered by insurance.

The American Conveyor Co. has been incorporated at Chicago with a capital of \$50,000, to do manufacturing, contracting and engineering. Incorporators, W. T. James, J. C. James and J. P. Carpenter.

A change has been made in the Chicago office of the Milwaukee Bag Co. H. C. Wagner has been succeeded by W. B. Christie, secy. of the company. Mr. Christie, however, will return to Milwaukee and a permanent manager will be chosen to succeed him.

The Richardson Scale Co., of New York, has just issued a handsome new catalog illustrating and describing its line of automatic weighing machinery. Scales for weighing all kinds of grain, feed, corn chop, etc., are clearly illustrated and many letters testify to its merits for use in country or terminal elevator. Grain Dealers Journal readers can secure a copy free by addressing the firm.

If your tailor should call on you just when you had decided that your clothes looked shabby, he would have an extra good chance of an order; if a book agent shud offer you a pocket dictionary just at a moment when you were wondering how to spell "embarrassment," he would probably land you. The best time to put your claims before a consumer is when his mind is already interested in the subject. This is one of the secrets of the strength of The Grain Dealers Journal as an advertising medium. If you are selling grain elevator supplies the elevator man has been reading about modern elevators and improvements other grain dealers have been mking. If you are a grain receiver the grain shipper has been reading about freight rates and the grading and weighing of grain in your market.

Dates of the first killing frost at nine cities in the northern corn belt each year since 1887 are given on a card sent out by E. W. Wagner. At Des Moines, Ia., the earliest killing frost was on Sept. 5, 1889, and the latest on Oct. 23, 1904. Rarely are killing frosts general over the whole of the corn belt, the nearest approaches to widespread frost having been Oct. 10, 1906; Sept. 17, 1900; Sept. 20, 1897, and Sept. 13, 1890.

Jupiter Transmission Rope

A marline-covered wire rope. Pliability of Manilla Rope, Strength of Wire Rope. Wonderful transmitting power.

SPECIAL GRAIN SHOVEL ROPE

A customer says: "If your shovel rope ever wears out, we will order some more."

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Appleton, Wis., U. S. A.

Is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

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Fumigate Your Elevators and Mills With

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The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 10 lb. drums. (Send for printed matter)

EDWARD R. TAYLOR
Manufacturing Chemist Penn Yan, N. Y.

Non-Freezing Cooling Water

You don't have to empty the cooling tank of your engine every winter night. Add 4½ pounds of "Rhodes Calcium Chloride" to every gallon of water and keep it from freezing. It won't freeze, rust, or injure your tank. It lasts all winter. Let us quote you prices with full information.

JAMES H. RHODES & CO.

117 E. Kinzie Street, CHICAGO

The Safety Man Lift.

It has long been conceded by progressive grain dealers that any device that will save time and labor will also save money. Perhaps one of the most arduous tasks around the elevator is the climbing of a ladder or a pair of rickety old stairs thru the dark interior to reach the cupola, and the help or even the boss will not



go up any oftener than is necessary, for the thought of that long perilous climb scares them out. Many large elevators have been equipped with regular passenger lifts such as may be found in office buildings, but such a device in a country house is out of the question.

To meet the needs of the country grain man the man lift illustrated herewith has been put on the market by the B. S. Constant Co. It has roller bearings and only a slight pull on the soft, strong hand rope is necessary to start the car, after stepping on the foot lever. The foot lever has a double action enabling one to stop the car any place between floors. The sheave and ropes are strong and durable, and the counterweight can be changed, as the upper portion consists of small sections which can be used according to the weight of the person using the lift. There is also a safety catch which prevents the car from falling in case of an accident to the rope.

The car is 28x30 in. in size; 6 ft. 6 in. high for standing room and requires a space 9 ft. 1 in. from the top of the floor to the top of the sheave and 40 in. from guide support to outside of counter weight. It takes up less space than a stairway and costs nothing to run.

These lifts are furnished complete with guides, ropes and all weights for one man. Extra weights so as to increase the capacity of the lift to carry two men can be had at a small expense. No elevator is complete without a man lift, and all who intend to build or improve shud investigate its merits.

Jurisdiction of Interstate Commerce Commission.—A suit to compel an interstate carrier to receive and transport goods tendered to it for shipment, which it wholly refuses to do, is one to compel the performance of a duty imposed on it by law, and within the jurisdiction of the courts; and complainant is not required to resort in the first instance to the Interstate Commerce Commission.—Danciger v. Wells, Fargo & Co. Circuit Court, Western District of Missouri. 154 Fed. 379.

Warranty of Machine-Damages.—A machine was sold under a warranty. The buyer, on receiving the machine at the place of delivery, discovered a breach of warranty, and promptly offered to return it, and demanded the repayment of the price. Held, that the sale was fully executed and was not rescinded, and the measure of the buyer's damages was the difference between the machine as warranted and its actual value.—Isaacs v. Wanamaker. Court of Appeals of New York. 81 N. E. 769.

Unauthorized Sale of Cotton.—A stockbroker bought for a customer a contract for future delivery of cotton, and appropriated without authority a part of the sum advanced by the customer as margin to the payment of a contested indebtedness. On a fall in the market the broker sold the contract, because the remaining part of the sum was insufficient to maintain the margin. Held, that the sale was unauthorized.—Hurt v. Miller. Supreme Court of New York, Appellate Division. 105 N. Y. Supp. 775.

Futures not Affected by Anti-Trust Act.—A contract made in Missouri to be performed there for the sale of wheat for future delivery is not affected by the federal anti-trust act of July 2, 1890 (26 Stat. 209, c. 647 [U. S. Comp. St. 1901, p. 3200]), though the buyer made other purchases of wheat through Chicago agencies, the wheat to be delivered in Missouri; the latter contracts also being Missouri contracts to be performed there.—C. H. Albers Commission Co. v. Spencer. Supreme Court of Missouri. 103 S. W. 523.

Waiver of Threshers' Lien.—Where, in an action for converting grain upon which plaintiff had a thresher's lien defendant filed a general denial, it was not error to refuse to permit it to amend, at the conclusion of the evidence, by alleging that plaintiff waived his lien by permitting the crop to be hauled from where it was grown and threshed to defendant's elevator, in the absence of a showing that defendant relied upon the alleged waiver or was misled thereby.—Hahn v. Sleepy Eye Milling Co. Supreme Court of South Dakota. 112 N. W. 848.

Pure Seed.—Where, in an action for damages resulting from the selling by defendant to plaintiff of defective seed, it appeared that the seed contained seeds of weeds, so that plaintiff was obliged to plow up the land to prevent the weeds from destroying the growth from the other seeds, it was not necessary for plaintiff to prove on the question of damages the probable value of the crop that would have been raised had it been permitted to remain.—Depew v. Peck Hardware Co. Supreme Court of New York, Appellate Division. 105 N. Y. Supp. 390.

Sale Under Trade Rules.—Defendant, which had recently built a mill for the crushing of cotton seed at New Roads, La., authorized a broker in New Orleans by telegraph to sell for it a quantity of oil cake for future deliveries "F. O. B. New Roads," at certain prices which had been quoted by the broker as prevailing in the market. The broker negotiated a sale to plaintiff, and wired defendant for its acceptance, which was also sent by wire. On receipt of the sale contract, defendant refused to execute the same, because it provided for delivery of the cake at a shipping port. In an action to recover damages for breach of the contract, plaintiff claimed that the delivery provided for in the contract was in accordance with

Supreme Court Decisions

Arbitration.—In a suit upon an alleged common-law award, the plaintiff makes out a prima facie case by proving the submission as alleged, and the award as declared on, in accordance therewith.—Proctor & Gamble Co. v. Blakeley Oil & Fertilizer Co. Supreme Court of Georgia. 57 S. E. 879.

Threshers' Lien Law.—Rev. Code Civ. Proc. § 737, giving a paramount lien to threshers if filed within ten days after threshing, is valid, and not unconstitutional as depriving a buyer of the grain of property without due process of law.—Hahn v. Sleepy Eye Milling Co. Supreme Court of South Dakota. 112 N. W. 845.

Owner's Negligence in Preventing Fire from Sparks.—One who is in a position to prevent any damage from fire set by sparks from a locomotive without incurring unusual damage, and who makes no effort to do so, is guilty of negligence precluding a recovery.—Hawley v. Sumpter Valley Ry. Co. Supreme Court of Oregon. 90 Pac. 1106.

Mortgage on Grain.—A purchaser of grain from the mortgagor, without any knowledge that it was mortgaged, except constructive notice by the record of the mortgage, is not protected as an innocent purchaser by the mere fact that the mortgagor permitted the mortgagor to thresh and sell the grain.—Endreson v. Larson. Supreme Court of Minnesota. 112 N. W. 628.

Delivery to Carrier.—Where, in an action against a carrier for delay in the shipment of corn, the evidence as to the time when defendant received the corn was conflicting, it was improper for the court to assume in its charge that the corn was received by the carrier on a particular day.—St. Louis Southwestern Ry. Co. v. Thompson. Court of Civil Appeals of Texas. 103 S. W. 684.

Measure of Damages for Impure Seed.—Where one sells seed which is not of the kind it is guaranteed to be, the purchaser's measure of damages is the difference between the value of the crop actually grown from the defective seed and that which would have been grown had the seed complied with the guarantee.—Depew v. Peck Hardware Co. Supreme Court of New York, Appellate Division. 105 N. Y. Supp. 390.

Wire Confirmation Voids Letter.—Where an offer is made of goods at a certain price by cipher telegram, and an acceptance by wire and confirmation by wire, without any reference to letter explaining terms of the contract, the letter cannot be considered in determining the nature of the contract.—Greenwood Grocery Co. v. Canadian County Mill & Elevator Co. Supreme Court of South Carolina. 57 S. E. 867.

Sale by Description and Sample.—In an action to recover for failure to deliver rice sold by description and sample, where it appeared that the sample was of a better grade than that described, plaintiff could recover for the rice purchased while both believed that the sample was of the kind described, but not for a purchase made after he learned of the mistake.—Davis v. Reisinger. Supreme Court of New York, Appellate Division. 105 N. Y. Supp. 608.

the usage of the market and the rules of the International Cottonseed Crushers Ass'n, of which, however, defendant was not a member. Held, that the question whether a contract of sale binding on defendant was made by the correspondence and acts of the broker, in view of the evidence as to usage, was one for the jury.—New Roads Oil Mill & Mfg. Co. v. Kline, Wilson & Co. Circuit Court of Appeals, Fifth Circuit. 154 Fed. 296.

Validity of Notes Given in Speculation.—It was no defense to a note given to plaintiffs for balance due them on certain transactions in the purchase and sale of cotton for future delivery in accordance with the rules of the New York Cotton Exchange that the transactions were mere gambling contracts and that the note was given to secure losses, in the absence of proof that plaintiffs had knowledge of defendant's intention during such transactions, if such intention existed, not to receive the cotton purchased by plaintiffs for them under the contracts nor to deliver that sold on the maturity of the contracts.—Springs & Co. v. Carpenter. Circuit Court of Appeals, Fourth Circuit. 154 Fed. 487.

A broker, acting for several customers, whose orders for goods it had taken and agreed to fill, contracted with a seller for the purchase of the goods in lump. The seller knew that the merchandise was for different customers, and for convenience agreed to ship car load lots to customers and draw direct on them therefor. It shipped goods to a customer and drew against him therefor. The customer sued the seller for failure to deliver goods of a merchantable quality. Held, that he could not maintain the action on the theory that the seller severed the contract and as to the customer released the broker and looked to him instead.—H. Midwood's Sons Co. v. Alaska-Portland Packers Ass'n. Supreme Court of Rhode Island. 67 Atl. 61.

Patent Permits Restraint of Trade.—Use of a patented invention cannot be had except on the inventor's terms; and the requirement that a licensee join other licensees in a combination or pool to control the prices and output of an innocuous patented article is not in violation of the Sherman anti-trust act of July 2, 1890 (26 Stat. 209, c. 647, § 1 [U. S. Comp. St. 1901, p. 3200]). Patented articles, unless and until they are released by the owner of the patent from the dominion of his monopoly, are not articles of trade or commerce among the several states within the meaning of such act, because they are not articles in which the people are entitled to freedom of trade.—Rubber Tire Wheel Co. v. Milwaukee Rubber Works Co. Circuit Court of Appeals, Seventh Circuit. 154 Federal 358.

Carrier's Liability.—A B/L issued by a carrier by water obligated the carrier, in consideration of a certain sum, to carry the goods to destination, if on its line, "otherwise to deliver to a connecting carrier," and by another provision of the bill no carrier was to be liable for damage to the goods "after ready for delivery to the next carrier." The terminal carrier, a railroad, the line of which connected with the carrier by water, had no agent at the place of destination, and hence required prepayment on goods billed to such point. The carrier by water tendered the goods to the railroad at its freight depot, but the railroad refused to receive it without prepayment of the railroad's charges, and the goods while there were damaged and were lost so far as the consignee was concerned. Held, that the carrier by water was liable, as it was its duty to have paid the railroad its charges.—Lehigh Valley Transp. Co. v. Post Sugar Co. Supreme Court of Illinois. 81 N. E. 819.

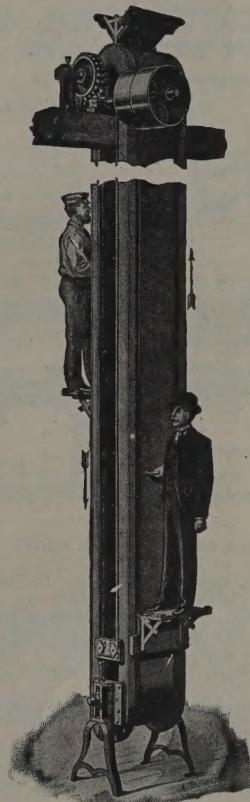
Damages for Unauthorized Sale of Futures.—A customer, on receiving notice of an unauthorized sale by his broker of a contract for future delivery of cotton, wired the broker to replace the cotton. The broker replied the same day that it was

too late; that the cotton was closed because the margin was exhausted. The customer on the same day asserted that the margin was not exhausted, and declared that he wanted his contract back. The broker replied on the same day that the margin was exhausted, but that, if he wanted him to buy a contract, he would do so. The customer, in reply, stated that he claimed to hold a contract with the broker, and that when the time came he would request the broker to cover the same. Two days later the broker replied by reiterating his claim that the sale had been made because the margin was exhausted. Two days later the customer replied by insisting that the broker would be held liable for the transaction. Held, that the customer's measure of damages was the highest market price of a similar contract between the date of sale and the date the broker received the customer's last letter.—Hurt v. Miller. Supreme Court of New York, Appellate Division. 105 N. Y. Supp. 775.

Breach of Warranty—Measure of Damages.—In the suit by the Barry-Wehmiller Machinery Co. against Floyd Thompson to recover \$62.44 for a pulley and belt furnished for a grain elevator erected under contract at Shreveport, La., the Supreme Court of Arkansas has recently reversed the decision of the justice court, which was in favor of defendant, and remanded the case for a new trial. Judge McCulloch said: "The original contract between the parties, whereby appellant agreed to furnish to appellee the elevator machinery, was complete in itself and contained a description of each item of machinery to be furnished. The specifications attached to the contract mentioned the number and sizes of the articles to be furnished, but made no mention of the capacity of the machinery, except as to one item, viz., the hopper to the scales. Appellee was allowed, over appellant's objection, to give testimony in his own behalf tending to establish a verbal warranty as to the capacity of the elevator, or representations from which a warranty would be implied. This was incompetent. Antecedent propositions, correspondence, prior writings, as well as oral statements and representations, are deemed to be merged into the written contract which concerns the subject-matter of such antecedent negotiations when it is free of ambiguity and complete." Lower v. Hickman (Ark.) 97 S. W. 681; Johnson v. Hughes (Ark.) 103 S. W. 184; Seitz v. Brenner Refining Co., 141 U. S. 510. The contract between the parties was complete and entirely free from ambiguity, and it was not contended that any false or fraudulent representations were made to procure its execution. The testimony in question did not tend to establish a false and fraudulent misrepresentation, and it was incompetent to ingraft a warranty upon the written contract or to supplement the written contract with an oral warranty. Error of the court is also assigned in allowing appellee to testify concerning the capacity of the hopper to the scales, that it was necessary to hire an extra hand on account of the lack of full capacity of the hopper, and to make the following statement: 'I claim \$85 difference. I wouldn't have had the scales in the manner they were put up.' The measure of damages was not the difference in cost of operating the machinery on account of the incapacity of the scales, but it was the difference between the cost of the hopper to be furnished according to contract, and the one actually furnished, or, if the one furnished was not fit for practical use with the other machinery, the cost of procuring another hopper of the capacity stated in the contract."—104 S. W. 137.

I have found very important information in the columns of the Grain Dealers Journal which has been of benefit to me in business. I also read with pleasure the news contained in the Journal.—Arthur Brockman, St. Louis, Mo.

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Gas Engine. No. 866,538. Percy F. Thomas, El Paso, Tex.

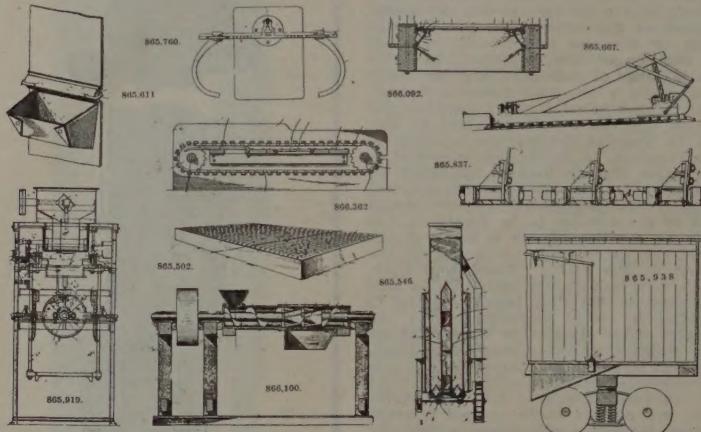
Gas Engine. No. 866,069. Arthur Rollason, Long Eaton, Eng.

Carbureter. No. 865,539. Alfred C. Stewart, Los Angeles, Cal.

Sparking Device. No. 866,212. Montague S. Napier, London, Eng.

Valve for Gas Engines. No. 865,650. Levi E. Lowe, Columbus, O.

Rotary Gas Motor. No. 866,466. Jas. F. Higbee, Indianapolis, Ind.



Vaporizer for Engines. No. 865,767. Chas. G. Dean, Indianapolis, Ind.

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Igniter System. No. 865,662. Richard Varley, Englewood, N. J., assignor to the Autocoll Co.

Ignition System. No. 866,241. Richard Varley, Englewood, N. J., assignor to the Autocoll Co.

Turbine Gas Engine. No. 866,352. Hugh F. Fullagar and Jas. F. Bottomley, Newcastle-upon-Tyne, Eng.

Gas Engine. No. 865,877. John W. Burkett, Kansas City, Mo., assignor to the Kansas City Hay Press Co.

Bag Holder. No. 865,760. (see cut) Carl G. Carlson, Braham, Minn. On a standard is mounted a crossbar having reversely extended ratchet teeth on the opposite sides of the standard, the mouth of the bag being held open by grapple arms on the standard.

Elevator Bucket. No. 865,611. (see cut) Ira O. Robbins, Millville, Pa., assignor of one-half to Ellis Greenley, Millville. The bucket is fastened to the belt by a clamping bar extending across the belt and serving to draw the belt within a groove in the bucket.

Apparatus for Testing Seeds. No. 865,502. (see cut) Wm. H. Kissel, Avoca, Ia. The seed testing tray contains a removable subdividing frame having a plurality of independent, circumscribed or defined sprouting or growing compartments, indicia being provided to identify the various compartments.

Grain Car. No. 865,938. (see cut) Carmen Rago, Chicago, Ill. In the bottom of the car are openings covered by apertured plates and provided with tubes fitting in the openings. Within the tubes are smaller tubes spaced therefrom by pins. Slidably mounted between the tubes are caps provided with depending arms.

Corn Sheller Separator. No. 866,362. (see cut) Silas Houts, Weeping Water, Neb. Over a floor travels one of the runs of an endless conveyor. A screen is disposed across one of the openings in the floor. At the inner edge of the other opening are rods rigidly connecting with the floor extending beyond the opening with their ends turned downward.

Grain Door for Cars. No. 866,092. (see cut) Jas. Van Slyke, Shellrock, Ia. The door is supported on hinges and adapted to swing out between the side posts of the frame. The door is restrained from swinging outward by abutments hinged to the side posts. Several independent sections compose the door, each adapted to restrain the outward swinging movement of the section adjoining its upper edge.

can be discharged when the level falls below the mouth of the overflow pipe. Presumably the grain which has passed the wheel is again elevated and fed into the drier.

Conveyor Chain. No. 865,837. (see cut) Jas. H. Weston, Tamaqua, Pa., assignor of 1-3 to John F. Wagner and 1-3 to Geo. A. Wilford, Tamaqua, Pa. The chain comprises a plurality of pivotally connected links, one of the links having a longitudinal slot and the adjacent links having their ends overlapping the slotted link to form shoulders, a pair of brackets arranged respectively on opposite sides of the slotted link and having longitudinal inner edge flanges to seat in the slot, the brackets also having radially projecting portions.

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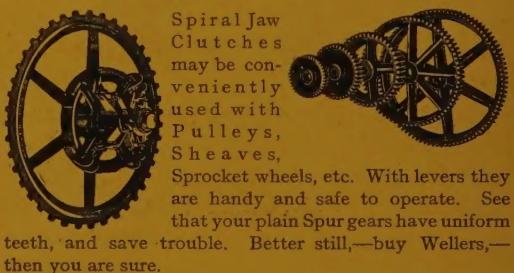
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